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## NAVAL TRAINING AND RELATED ACTIVITIES

### Warrant Officer Service Discussed

Moscow KRASNAYA ZVEZDA in Russian 3 Aug 79 p 2

[Article by Captain 2nd Rank A. Ryzhenko, Commander of the large anti-submarine ship "Ochakov": "Really a Seagoing Man"]

[Text] Warrant Officer N. Yemelin hesitantly crossed the coaming of my cabin -- I was hearing personal problems that day.

"I have a request, Comrade Commander." He placed a sheet of paper on my desk. "The term of my commitment is nearing its end and I do not wish to remain on board."

I knew that in recent weeks as soon as Yemelin was off the ship he had been setting out to search for a "suitable" billet on shore. He deemed a position somewhere in the rear or in depot to be more suitable.

I tried to conceive of a reason for a naval warrant's not wanting to serve at sea but I could not arrive at a specific answer. Yemelin went out but his request remained. After a couple of days I summoned the warrant officer to discuss his request. It turned out that he had not changed his mind.

The word "michman" [naval warrant officer] came into the Russian language from English, where it denotes a rating in shipborne service. The very rating defines the service billet for this category of serviceman as being on board ship. His place of work is the sea. His calling is to sail.

Warrant officers represent a special category of personnel in the modern navy. Petty officers and seamen are subordinate to them. Electronic equipment, computer equipment, missile and torpedo weapons are all under their management. They are drawn together with officers not only by a common mission -- to ensure a constant state of readiness on the ship, unrelenting vigilance of the watches, organization and naval order in all

things. They also actually perform the responsibilities of officers, often substituting for them.

The party and the state show untiring concern for warrant officers and their material welfare. Vivid manifestation of this concern were creation of an institute and specialized schools for army and navy warrant officers and establishment of increased responsibilities for their ranks. This concern obligates each of them to exert maximum efforts to the mastery of equipment and weapons and to training and indoctrination of sailors.

V. Bukhov, who has served at sea for more than 20 years, is just such a warrant officer. He has maintained a master's proficiency rating for many years in succession.

His love for equipment and weapons is not ostentatious. Nor does he express it in words -- Vasilii Ivanovich is a modest person of few words -- but in his deeds. The missile equipment which he judiciously and meticulously maintains is always in top operating condition, well-cared-for, fine-tuned and ready for battle and the next cruise. This warrant officer has made a significant contribution to the fact the the battery to which his team belongs consistently receives excellent evaluations on its firing.

And it is no less important that Warrant Officer Bukov is also a wise indoctrinator. He uses his rich worldly experience to the fullest in his work with people. Understanding the soul of the sailor, he always finds the way to the hearts of his seamen and knows how to motivate people and rally them around him. The sailors love him and reach out to him. For them his word is law.

We also have many other warrant officers on the ship who serve as reservoirs of the older generation's experience and the finest traditions of the navy. They constitute a reliable mainstay for the commander and the party organization.

Most warrant officers today come to ship from schools where they receive good professional training. But do graduates of these schools always satisfy the needs of commanders? Unfortunately, no. One of the reasons for this is improper selection of some students. There are cases where a young warrant officer starts to search for a billet on shore as soon as his initial sea-duty commitment expires. Here is one reason for this: until he received his warrant he had never sailed and did not know that sea duty was so difficult. Commanders who have vacant warrant officer billets often wait and worry: "Who will the send me?" In my opinion, the overall situation could be improved greatly if the ships will start to take a more active part in formation of the warrant officer contingent. What do I have in mind? That the commanders and party organizations send their best petty officers and seamen to the warrant officer schools and that these same people return to their own ships upon completion of the training.

Our crew has been doing just that for a number of years already. Moreover, we place selectees, especially petty officers, in warrant officer billets for trial periods before they are sent to training schools. This, to some degree, insures us against errors in personnel section and insures the candidates themselves against errors in choosing a specialty and charting the course of their destinies. And it is important too that with this approach the schools get good students and the crews get excellent specialists. This draws schools and ships closer together and increases their shared responsibility for the training of warrant officer personnel. And, above all, such warrant officers know the sea other than from books and know sea duty other than from hearsay.

We prepared two team leaders in this way in the past year. Warrant Officer A. Telenga, leader of the radiotelegraph team, has mastered his responsibilities with confidence. His team has an excellent rating, he is already servicing the equipment himself and his work on the equipment is at the first-class proficiency level.

Some commanders complain that it is not always the best seamen and petty officers who decide to remain on active duty. Such a problem does exist. But there is no basis for relegating it to the unsolvable file. We often do not know how to use moral stimuli or we use them very poorly, often resorting to such generalities as "Stay on; you won't regret it," which carry no obligation and do not speak of anything. But everyone should see that: warrant officers are respected on board ship; they are being carefully developed as specialists; sensitivity and attention is being shown toward them; their labor is highly valued. On the "Ochakov" we have the names of the best of them entered into the Book of Honor and their photographs are displayed on the board of excellent achievers. When warrant officers receive government awards or decorations for military valor the whole crew knows about it and shares in the joy. For example, when Warrant Officer V. Bukhov was awarded a medal "For Excellence in Military Service" the crew congratulated him at a large parade formation. The political officer told of the warrant officer's glorious record, his devotion to sea duty and the sea and his conscientiousness for the cause. An issue of the radio-newspaper was devoted to him.

We make the sailors aware of the privileges that warrant officers enjoy. Each of them knows that if he remains on active duty he too can continue his training and receive higher education. Almost all warrant officers on our ship who have served for several years are provided quarters.

Experience shows that warrant officers serve well where the commanders constantly work with them. We do not have a group or subunit commander who is not taking part in the development of warrant officers. Captain 3rd Rank-Engineer V. Fenenko is doing much in this area. He has more warrant officers subordinate to him than the other subunit commanders and he knows how to approach each of them and finds time to assist them. As a result their state of training is almost the highest on the ship. It has become tradition in this collective that they achieve master ratings in their third to fifth year of service. Most of them have the perspective of a technician or engineer.

We combine our concern for the warrant officers with strict demands on them. First of all we strive to ensure that they set flawless personal examples. Frankly, such exactingness does not please all of them. A warrant officer who lacks the willpower to pull himself together and become a model of discipline will strive to get off the ship. He thinks that things will be better in another billet. But who needs weak-willed and undisciplined people anywhere?

Once when I was in the city I by chance met former Warrant Officer V. Dvoretzkiy. The memory of himself that he left on the ship was not the best: he drank and was frequently late for duty. Nor did his performance measure up on shore where he had fled to escape our exactingness. He is now in the reserves. The sea rejected him and the shore did not accept him.

Life is a stern but, in most cases, fair judge. Every commander has encountered a situation similar to this at least once: a warrant officer feels that his performance is not being rated on its merits and therefore transfers. As a rule, such a warrant officer is not really equal to the position assigned him. But some commander, concerned about taking care of the "specialist," gives him the most glowing performance appraisal one can imagine.

Warrant Officer N. Zakar'yayev came to us as a [bataler] with such an appraisal. In time it became clear that this man was careless and indifferent to his duties. This comrade left our ship with an objective appraisal and was soon released to the reserves.

But many find the inner strength to admit their mistakes and draw the proper conclusions. So it was with N. Yemelin, to whom I referred at the beginning of this article. Some time after he had left our ship he was once again in my cabin. He spoke with emotion about the sea, saying that he could not go on without it. It took me a long time to decide to write my instructions on the request he had brought to me. At last I wrote: "Approve the request. Issue the order."

Only time will tell whether Warrant Officer N. Yemelin will become a real sea-going man. Only his deeds can justify the confidence that has been placed in him.

#### Officer Scientific Education Discussed

Moscow KRASNAYA ZVEZDA in Russian 4 Aug 79 p 2

[Article by Rear Admiral-Engineer M. Soygin: "The First Step"]

[Excerpts] In 1952 students at the Naval Academy were presented with a new instructor. Many of those seated in the auditoriums knew this officer well. He had completed



his course of study only two weeks before. And immediately, without completing graduate school, the officer was entrusted to give lectures and conduct classes.

That instructor was Mikhail Fedorovich Soygin, now a rear admiral-engineer, doctor of technical sciences, professor and head of the faculty at the Naval Academy imeni Marshal of the Soviet Union A.A. Grechko. His service to the country has been recognized by the award of five orders. The authoritative voice of this scientist is today addressed to young officers. How can they apply their engineering capabilities in the Navy? What should be their first step toward scientific creativity?

I never make a trip to the fleets during which I, as a representative of the academy, am not approached by officers -- most often junior officers, naturally -- seeking advice on how they can organize their scientific work under the circumstances of sea duty. I ask straight away what problems the officers want to become involved in. Often the answer is heat transfer or research in the physical fields or .... I am compelled to reply in such cases that it is beyond the reach of shipborne officers to undertake these problems. I advise them to seek out a more practical field, closer related to their service responsibilities. And this answer is, unfortunately, not always understood. It will seem to some officers that it is impossible to find application for their engineering or research inclinations on board ship. On this premise they conclude that they must at all costs transfer to shore duty, to a large city where there are libraries, scientific institutions and laboratories.

This opinion is just as invalid as it is widespread. I suppose that this opinion owes its origin to that orientation toward "pure" science with a theoretical bias that, unfortunately, still prevails in some military-scientific student societies. We will not eliminate this trend quickly. It is therefore even more important today to address those opportunities to conduct scientific work that are available to shipborne officers who have an engineering education and are endowed with creative abilities.

What will the academy graduate, who right up to the day of graduation amazed his classmates with his scientific erudition and daring ideas, find on board ship? He will find, first of all, that his commander will hold him responsible for mastering and operating equipment, training and indoctrinating personnel, maintaining accounting documentation and a thousand other things without which shipborne duty cannot be imagined. Even if there is a scientific laboratory in garrison, it will be difficult for him to keep abreast of new developments because of extended cruises and the meager ration of time that a shipborne officer can allot to his life ashore. And laboratory equipment and an experimental base are, with rare exceptions, inaccessible to the shipborne engineer.

That is the way things are. I therefore advise young officers who are striving to show their capabilities to look not toward the moorings for a place to put them to use but to their own ships, their own departments and their own battle stations. Experience shows that the field for scientific endeavor here is of sufficient scope. Here, sooner than anywhere else, they can make their first serious step toward creativity, toward the quest.

My contemporaries and classmates went to sea in the summer of 1941. The navy was fighting. I was assigned to the destroyer "Gremyashchiy" as commander of the engine room group and served in that capacity for three years. The division mechanical engineer was G. Bogdanov-Kat'kov, who later became a rear admiral.

During the years of the war, quite naturally, it never occurred to any of the shipborne engineers that they were involved in problem study or rationalization. But this did not alter the facts of the matter. And it is altogether natural that from these battle-scarred ships many fine specialists came into the field of science.

As a naval officer I am pleased to see among the professors here in Leningrad officers that I knew when they were students -- doctors of technical sciences and institute department heads, Captains 1st Rank in Reserve D. Romanov and N. Solntsev. They came into science, by the way, not to use it to first comprehend the navy's problems and then undertake to solve them academically. Far from it! These officers came into science with a clear-cut knowledge of the urgent problems and practical requirements facing the navy. This knowledge was their initiation fee. Through the years it was the basis on which each of them made a name for himself in science. And had it not been for this first step it is hard to say how quickly my comrades would have managed to find themselves in science.

Leaving the service for science is far from always the ultimate goal of shipborne officers with creative potential. Life provides excellent examples of this. KRASNAYA ZVEZDA has already reported on Senior Lieutenant-Engineer T. Borisov who successfully defended his candidate's dissertation while serving on a submarine. And his sea duty continues, inspiring this young man to further scientific quest. I know that there are many other specialists in the fleets who have an enormous propensity for new theoretical developments. They send letters to the academy and when they are in Leningrad they visit the faculty to consult with them and discuss plans for their work in the field. What are they so concerned about? I am happy to note that they are concerned about improving shipborne equipment, searching for optimum modes of operation and efficient methods for using their weapons in battle. As a rule it is just such engineers who come for training at the academy. They are already establishing a creative atmosphere -- a truly vivifying atmosphere -- at their duty posts. I cannot fail to mention the singular role of the flag officer specialists in ensuring that the young officer's service is interesting, that he is

growing, that new erudition is being nurtured. I know for sure that where the flag officer specialist is conducting an engineering search, fascinating subordinates with his rationalization work, analyzing and systematically generalizing the experience of long cruises and submitting problems for general judgement and counsel -- there are no complaints about lagging behind the present day or behind the problems and achievements of science. Major discoveries are sometimes born here which have navy-wide significance.

For instance, the ideas of such mechanical engineers as M. Budayev, I. Kolton, N. Mornul' and V. Leont'yev were given high ratings by scientists. Putting these ideas into practice led to significant savings of energy resources, improved shunting features of shipborne power plants and improved tactical-technical features of ships. It is characteristic that the officers named here are still serving in the navy. In my opinion the scientific degrees conferred on them after they defended their dissertations attest not only to their talent and industry. They attest also to the level of the demands that practice and modern equipment place on the qualifications of a naval engineer, especially an engineer of command rank. I see in the fact that the number of officers in the navy who are candidates and even doctors of science a manifestation of one of the natural principles of its development.

The navy has always been a forger of scientific cadres since it is itself a child of science and its "fiery furnace." And where else can we -- forgers of our own happiness, as the song goes -- shape this happiness if not at the forge, where everything is at hand -- the instrument, the material and the wise masters!

#### Antiaircraft Firing Test Results

Moscow KRASNAYA ZVEZDA in Russian 8 Aug 79 p 1

[Article by Captain 3rd Rank S. Bystrov, KRASNAYA ZVEZDA special correspondent: "Mastery"]

[Text] All missile firings that the large antisubmarine ship [BPK] "Marshal Timoshenko" has had to carry out since it joined the Red-Banner Northern Fleet have invariably received the highest evaluations. But the antiaircraft firings carried out during the past inspector's evaluation turned out to be the most memorable, not only for her crew but for the whole fleet whose honor "Marshal Timoshenko" was defending.

The target was coming in from the starboard at low altitude, intersecting the course of the "Marshal Timoshenko." From the bridge the ship's commander, Captain 2nd Rank V. Samozhenov, could see it with his naked eye.

The commander expected that at any second the patrol ship "Rezvy" -- the second participant in the firing -- would launch its missiles to intercept the target. But the commander learned from his executive's report that the SKR [patrol ship] had not received the order to fire so he gave the "go ahead" to use weapons. However, the launch did not follow immediately. The flag officer in control of the firing had, for the time being, left the right to fire the first missile at this target to the "Rezvy."

After that everything happened in fractions of a minute.

From right under the BPK commander's feet a missile tore out of the forward launcher. It climbed to an altitude significantly greater than that of the target. Captain 2nd Rank Samozhenov grabbed his microphone but only held it tightly in his hand. The launch looked like an obvious miss. The general representing the inspection party stood to the rear and, just as intently as the commander, watch the action unfold. Suddenly the missile went into a steep dive and knifed into the target.

This made the third target shot down by the "Marshal Timoshenko" anti-aircraft [AA] crews in this one mock battle.

This time the always reserved and taciturn Captain 2nd Rank Samozhenov could no longer conceal his joy. He glanced at his watch. Very little time had passed since detection of the first target was reported to him and now three targets already lay at the bottom of the sea. Recalling these events, he turned to the general. The general smiled at him. Analysis and critique were still to come but it was already clear -- this ship knew how to fire.

Under the rules of mock combat the ship's commander had removed himself from an active role in firing against airborne targets. After all if the battle had been a real one Samozhenov would have been occupied with the important business of antisubmarine warfare against the "enemy." Therefore his influence on the success of the firing had to manifest itself in the level of preparedness that he had managed to achieve in his crew in the course of their training. The concrete responsibility for the firing now rested on the shoulders of his executive officer, Captain-Lieutenant A. Brazhnik, and the commander of the AA missile department, Captain 3rd Rank S. Pilentsov.

The first target was a high-altitude classical variant developed in average difficulty training exercises. It was shot down at long range by the aft launch complex. In essence this was a warm-up for the crew, primarily a psychological one. All the sailors without exception understood what an inspection firing means to a ship. A successful beginning took away their excess nervousness.



The second target presented the highest level of difficulty. It was a high-speed, low-altitude target that jammed the ship's radar scopes with counter-measures. They were not able to tune it out immediately. Executive officer Captain-Lieutenant A. Brazhnik, who was maintaining communications with the flagship, did not make the latter happy with his reports. The flag officer was in a hurry but the executive officer felt that he could not rush the BCh-2 [AA missile department] commander. The more tense the situation became the calmer Captain 3rd Rank S. Pilentsov appeared. And his confidence was perhaps the only possible form of assistance he could render to his subordinates. At the moment of firing one cannot supplement their knowledge nor their mastery of skills -- only their strength of spirit.

It is not without reason that Captain 3rd Rank Pilentsov is known as a man of character on the ship. One could say a man of firm and persistent character. This firmness and persistence takes on a particular acuteness in his attitude toward the mission. When he came on board two years ago, Pilentsov surprised everyone with his uncommon pedantry, which to many seemed excessive. Conflicts even grew out of this. One particularly sharp conflict was with the commander of the electromechanical department (BCh-5), Captain 2nd Rank-Engineer B. Buchatskiy. Pilentsov discovered that during equipment recycling BCh-2 was being supplied with reduced cooling, which meant that its equipment could not be fully recycled. The previous BCh-2 commander had not required that this be done, deeming it impossible. Buchatskiy brought this up right away when Pilentsov him the first time. Pilentsov, however, studied the cooling delivery capabilities, found users who had no practical shortage of cooling, proved that the cooling requirements of BCh-2 could be more than satisfied and presented these findings to the ship's commander. Order was restored.

... In this exhausting moment of uncertainty, when the only thing known was that the target was drawing inexorably closer, a hail of reports poured in to the BCh-2 commander, with which he formed a picture of what was taking place. Choosing the exact moment, he instructed the forward fire controller to switch search modes. A blip flashed on one of the scopes and the operator did not even have time to pass a second plot before the missiles, streaking out to intercept the "enemy," erased both the jamming and the target from the scopes.

Captain-Lieutenant Brazhnik reported to the flagship that the target had been destroyed. The crew could rejoice in a large success. But, as it turned out, the most difficult test was just about to happen.

The executive officer was in contact with the flagship when he received an unexpected "go-ahead" to fire on a "hostile" target. This was an unexpected tactical problem -- but then such things are always possible in real combat.

The complexity was in that the "Marshal Timoshenko" could not yet see the target. It was at low altitude, also employing countermeasures, and it was too close to leave much time to think about how to search it out. The BCh-2 commander gave his operators approximate data. Everything now depended on the mastery of the operators.

The target was flying so low that the operators, headed by Petty Officer 2nd Class V. Surovtsov, literally "snatched" the target blip out of returns from the water. All that remained was to push the launch button.

Captain-Lieutenant Brazhnik, without breaking contact with the flagship, ordered the AA crews to maintain firing readiness. And a second later that last missile, which forced excitement from the ship's commander, lifted off the guide rails of the "Marshal Timoshenko." Fractions of a second later the "Rezvyi" also launched its missiles and they too scored a direct hit. The contingent earned the highest possible evaluation on its firing.

#### Commentary

On request of the KRASNAYA ZVEZDA correspondent, the Commander-in-Chief of the Red-Banner Northern Fleet, Admiral V. Chernavin, made the following comments on the firing test of the "Marshal Timoshenko" and the "Rezvyi":

The inspection firing on airborne targets in which the BPK "Marshal Timoshenko" and the SKR "Rezvyi" took part was in many respects instructive and interesting. We disseminated their experience throughout the navy. In fact, the most difficult plan, both technical and tactical, that is possible to create in peacetime was created for both these crews. For example the level of power used to employ countermeasures was higher than could be expected in many real battles. All the conditionalities, which usually willy-nilly make the resolution of problems easier, were disallowed. As a result it can be said that any weakness in the crew's state of training or mastery of equipment would have been sure to show up.

Of significance in this regard was the moment of the dual firing by the "Rezvyi" and the "Marshal Timoshenko" on a single target. Both crews displayed not only masterful skills, but also an intense will to win, a profound sense of responsibility for the common success, judicious independence, initiative and decisiveness in all departments. This is perhaps the most important quality of a crew, without which victory is impossible in modern combat, where often fractions of a second decide everything, where each member of the crew at his own station must be able to show personal initiative and professional boldness without fearing the responsibility for decisive action dictated by the situation.

These AA firings have become not only tests of the skills of crews and the combat readiness of ships. They are also fine schools for flag officers of all ranks in the creation of conditions for combat exercises which approximate as closely as possible real combat in terms of complexity and psychological urgency.

#### Information on Submarine Commander

Moscow KRASNAYA ZVEZDA in Russian 14 Aug 79 p 2

[Article by Captain 3rd Rank S. Bystrov, KRASNAYA ZVEZDA correspondent: "The Ocean Overhead"]

[Text] The nuclear submarine "60 Let Velikogo Oktyabrya" completed a long cruise, having fulfilled all missions of the cruise with an excellent evaluation. The admiral received the report of the submarine's commander, Captain 1st Rank V. Naumov, and shook his hand. The admiral thought: how surprisingly young this officer looks -- one of the best submariners in the Northern Fleet. The admiral, himself a submariner and long ago a submarine commander, understood very well what it means to have the ocean overhead, cruise after cruise, for your whole career.

The shunting locomotive approached unheard. In the dense haze of dusk the engineer, observing blackout rules, did not see the people on the track. At the last instant the mother managed to shove her son from under the wheels. This last touch of his mother's hand was permanently fixed in the memory of Captain 1st Rank Vladlen Naumov. In that year of war Vladlen was eight years old. His father fell at Leningrad. His grandmother Anis'ya learned of the opening of the Nakhimov Academy in Leningrad and brought the orphan here. Anis'ya Mikhailovna's son Vasiliy had in his own time gone into the navy on a komsomol levy. She decided to send her grandson on the navy path as well.

Vladlen Vasil'yevich and I sat in his apartment on the very shore of the Arctic Ocean. A few miles from his home the nuclear submarine which Captain 1st Rank Naumov commands stood at the pier. The ship was at rest after a cruise and the commander was going on leave. A heap of photographs lay on the table. One was particularly memorable: a young boy in a sailor's hat and flannel uniform with the epaulets of a Nakhimov cadet. But his expression was not that of a child; it was an expression not seen on children of today -- it was the expression of a man who had known war.

"That was my fourth year of service," Vladlen Vasil'yevich smiled.

And so it was: "1949" was written on the back. But what was Naumov like in November of 1947 when he came to Moscow for the parade celebrating the 30th anniversary of October? The Chief of the Main Staff of the Navy, Admiral A. Golovko, invited 11 Nakhimov cadets to his office.

Small and a bit frightened they stood in the admiral's huge office and he looked upon them with both pain and warmth.

"You are not orphans -- you are the sons of our great Motherland. You are the future of our navy," the admiral said as he shook hands with the cadets in a grown-up fashion and gave each of them a child's present. "You will command ships that are now hard to imagine."

The paving stones of Red Square resounded like thunder beneath the rhythmic footsteps of the line companies. But no matter how hard they stamped, the granite gave out only a light patter under the feet of the Nakhimov ranks. Still they held their heads high and kept the rhythm with sureness.

"When I am in Leningrad I always visit the "Aurora," said Vladlen Vasil'yevich. "I also intend to go there this time."

Four days later we met again. This time on the "Aurora." Did Vladlen Naumov the Nakhimov cadet, for whom the "Aurora" was home for several years, ever think that years later he would command one of the most modern of nuclear missile-equipped submarines, created by the labor of the Soviet people for defense of the Socialist Motherland, and that the honor of bearing the name of the revolution would be conferred on this very vessel?

In November of 1977 when the country was celebrating the 60th anniversary of October Naumov and his crew were far from their home shores. After a routine communications session the communications department commander, A. Bozhinskiy, delivered a radiogram signed by the Chief of the Main Staff of the Navy. Naumov himself made the entry in the ship's log: "... the submarine has been awarded the name "60 Let Velikogo Oktyabrya"."

The submariners rejoiced. Captain 1st Rank Naumov joined in the celebration with all the others. He received congratulations and gave out congratulations. He also asked himself a question: why did this commander in this place happen to be him?

Probably every person asks himself this question at some time in his life: "Why me?" But far from all of them ask it only when they are encouraged.

Naumov's father, editor of the plant newspaper at "Electrosila" in Leningrad, could not wait until he reached draft age; he went to the front as a volunteer. He went into the infantry where he was most needed. Just as at the time of collectivization he went as one of "the 25,000" to organize the kolkhozes. Well, then what next? Why not the navy? In those days men were more needed on land. He was killed in the early months of the war, with the rank of political instructor, leading troops into counterattack.



Once Naumov returned from a difficult cruise, reaching base at three o'clock in the morning. He had not even reached home before he was called back to sea. The commander answered "aye,aye" and departed. He did not even suspect that his superior was hesitant to make this decision. The flag officer understood how tired Naumov was but knew at the same time that he would fulfill his duty with honor.

After the academy Lieutenant Naumov began service in a garrison to this day is still known as a "god-forsaken hole." At first he told his wife, who was from Leningrad, "We'll stay here for two or three years and then we'll go to warmer places." But then later he began to tell her, "No, it is here that we are needed, Lyudochka. It is difficult here but that means it is interesting. Just wait and see."

In this he did not mislead his wife. The did lead an interesting life "at the end of the earth." They lived within a family circle, or more correctly a family-service collective of young officers and their wives.

The duty was hard but they filled their off-duty time with inventiveness. There was a competition for the best satirical cartoon, a competition for the wittiest quatrain and a ballroom dance party. All this took place in the Naumovs' small apartment which, to tell the truth, was at time considered very luxurious.

Since that time two decades have flown by. Position after position, ship after ship, garrison after garrison, frequent periods without a place to live, two daughters, many long cruises, and through it all his wife -- who also thinks like Naumov -- was always beside him. In recent years the arctic became counterindicative for her -- her health took a bad turn. "But why should I be the one to yield"? Lyudmila Petrovna rose up in indignation. The Naumov apartment is filled with dumbbells, exercise expanders and other such sports equipment. "My wife has declared war on the north," Vladlen Vasil'yevich explains. Irreconcilability is also a Naumov trait. Irreconcilability with weakness, the easy route and what he considers undeserved or unjust. True, at first this at times came out as arrogance. In fact the young commander of the helmsman group even suffered because of it. His first, and later favorite, ship commander V. Bets (now a rear admiral) held him back from promotion to senior lieutenant. This was a result of a curious incident.

They had embarked with a flag officer on board. Captain-Lieutenant Bets was speaking with the senior officer when he suddenly turned to Naumov.

"My young friend, do we have the communications chart"? He patted Naumov on the shoulder.

"I don't know," Naumov answered in an exaggerated casual tone.

The Captain-Lieutenant's mood changed instantly. "Is that the way you speak to your commander"?

"But I am not your young friend. I am Lieutenant Naumov."

The next conflict was more serious. Naumov evidently overdid his implacability, did not execute the commander's orders exactly and received a severe reprimand.

"Our job is difficult enough," Valentin Ivanovich Bets later told the Lieutenant, "without artificially making it more complex. The difficulty is understandable when it ensues from the mission."

On his first long cruise the commander proposed that the young officer pass the tests and assume watch duties on the bridge. This was unexpected because the path from helmsman commander to watch officer led by way of the navigator position. But very soon Lieutenant Naumov had proven himself worthy in this new capacity. Captain-Lieutenant Bets entrusted control of the vessel to Naumov during surfacing and taking on stores.

He watch the bud of a commander sprout forth in the young officer and the desire to exercise responsibilities beyond the limitations imposed by his position become more evident. At that time his party card was only three years old but his party maturity was already growing firm and gaining in strength.

A serious test of this strength came during his years as a commander. The submarine whose command Naumov had just assumed was rated as excellent. But, as he was soon to become convinced, the ship did not fully satisfy the standards of this high rating. The sailors thought they were ensured of an automatic placement in the ranks of the outstanding.

Captain 2nd Rank Naumov understood that in the time remaining before the end of the training year radical changes could not be made on the ship. And he did not intend to hide its shortcomings.

"Do you understand the step you are taking"? Naumov's superior spoke to him harshly. "Refusing to confirm the ship's excellent rating! This is a fine beginning for a new commander. And have you considered what this will mean for the unit?"

"I have considered everything," Captain 2nd Rank Naumov replied in an even but firm voice. "I feel that this is the only way to change the attitude of the collective."

Back on the ship the commander, as he always does in difficult situations, consulted with his deputy for political deputy. Captain 2nd Rank G. Tokarev admitted that only a fundamental self-appraisal could change the moral climate of the ship. Together they not only convinced the communists of the correctness of this decisive self-critical step but also targeted them on work toward a fundamental change in the attitude of all sailors to their mission.

The submarine did not confirm its excellent rating. But several months later it had improved drastically.

The nuclear submarine which Captain 1st Rank Naumov now commands gained an excellent rating overnight it seems. At least the sailors had not yet taken on the obligations for the rating although they set their goals very high. In the results of the year's training the submarine came out in first place in the unit while the whole subunit gained an excellent rating. In 1977 the crew took the Navy Prize in missile firing competition. The next year the crew was once again first in the navy. A missile launched by the nuclear submarine "60 Let Velikog Oktryabrya" hit its target with record accuracy.

"This is probably my last ship," Vladlen Vasil'yevich says. "My crew is now close to that for which I have strived all my years as a commander. With this crew even the ocean overhead is not heavy."

But the ocean overhead is always heavy. In youth it is heavy because one lacks experience, expertise and confidence -- in maturity because one no longer has the energies of youth. Naumov, just as the others whose service from academy cadet to ship's commander has been spent inside a rigid hull, knows this about himself. But the path, difficult and consciously chosen, is a glorious path. In that year of 1947 -- the 13th anniversary of October -- in Red Square Naumov, still a young Nakhimov student, consciously decided that service to the motherland in the navy was the path for him. Now he is commander of a ship known to the whole country.

... Leaving the "Aurora," Vladlen Vasil'yevich made a note in the visitor's book. He wrote "With a feeling of profound emotion I have once again visited the legendary cruiser which is dear to every sailor and every Soviet citizen...." I imagined Naumov far away on distant meridians with the ocean overhead and thought that the "Aurora" is eternal due to his labors as is October, whose name is borne by his nuclear submarine -- the initiator of socialist competition in the navy.

#### PHOTO CAPTION

1. Photograph of Captain 1st Rank Naumov

On the Cruiser 'Aleksandr Suvorov'

Moscow KRASNAYA ZVEZDA in Russian 16 Aug 7- p 1

[Article by Captain 2nd Rank V. Polishchuk, KRASNAYA ZVEZDA correspondent, Red-Banner Pacific Fleet: "Aleksandr Suvorov Conducts Firings"]

[Text] Routine activities were under way on the cruiser when the alarm peremptorily summoned the crew to battle stations. The "Aleksandr Suvorov" had been tasked to neutralize an "enemy" shore battery which was holding up the landing of an assault team.

A wall of fog stood around the target area. It precluded visual sighting of the target. The commander of the fire control department ordered the radar crews to give a situation report. It was not easy for the operators: the "enemy" was covered not only by fog but by countermeasures. Still the target was detected and its parameters defined. The data flowed into the command center continuously.

The senior officer asked the cruiser commander Captain 1st Rank V. Sergeyev, "At what range do you intend to fire?"

"At the maximum possible," answered the officer.

"That is commendable. But is it not too risky for a start?"

The flag officer had in mind the fact the guns of the "Aleksandr Suvorov" had been silent for quite a long time. During this period the servicemen who were experienced in firing had gone into the reserves. Some of the officer from the artillery department (BCh-2) had received other positions. All this meant that a third of the officers were taking part in a firing for the first time. The commander of BCh-2, Captain-Lieutenant V. Borisov, had himself come from a destroyer and had never directed the fire of a cruiser.

The day before the test firings the artillery department held party and komsomol meetings. Their decisions were similar: to step up competition in tasks and norms, for each specialist to assume increased obligations and to turn to neighbors for their experience.

A fine tradition exists in the navy: while competing, military collectives help each other, willingly share advanced methods and assist not only in word but in deed. And so it was this time. In the framework of comradely competition the crews of the cruisers "Dmitriy Pozharskiy" and "Aleksandr Suvorov" organized reciprocal assistance in combat training. The BCh-2 commander of the "Dmitriy Pozharskiy," master of military affairs Captain 2nd Rank I. Chernayev, greatly aided and shared his experience with Captain Lieutenant V. Borisov. (The young officer, by the way, assumed the obligation to attain first-class specialist qualifications). The turret commanders of the "Dmitriy Pozharskiy" went over all possible equipment failures and malfunctions with their colleagues from the "Aleksandr Suvorov". Gun commanders, fire team leaders, lockers and chargers all trained with crews from the other ship.

Officers of the cruiser "Aleksandr Suvorov" saw to it that their own capabilities were mobilized. In particular, the commander of the forward large



bore gun crews, A Klubenko, competing with the commander of the aft fire control teams, A. Vezhnavets, helped him to set up a more intensive training schedule for his crews. Both fire control teams trained together and held joint training critiques.

Captain-Lieutenant A. Lifenko, chief of the radiotechnical subunit, taught the radar operators to detect targets in intensive countermeasures conditions. During his drills tactical problems followed one after another. They crews were continually changing modes and fighting for the viability of their technical equipment.

And the other departments trained just as intensely for the firings.

As we have already said, the radar operators were the first to go into action. It was not an easy matter for Petty Officer 2nd A. Lupanov, Petty Officer 1st A. Pryakhin and Seaman A. Goroklov to display the target on a screen cut to ribbons by countermeasures. But the experience gained during simulator training helped the sailors to successfully cope with their difficult mission.

It was now up to the gun crews. The turrets of Senior Lieutenant F. Khabitov and Lieutenant S. Kagakin did the firing. All 24 rounds cleanly covered the target. The "enemy" battery was neutralized, in fact it was already destroyed by the initial salvos. The remaining rounds completed destruction of the target. Evaluation of the firing -- excellent.

#### Construction at Naval Base Described

Moscow KRASNAYA ZVEZDA in Russian 17 Aug 79 p 1

[Article by Colonel-Engineer M. Simuni, Deputy Commander for Construction of the Red-Banner Leningrad Naval Base: "Pace and Quality"]

[Text] On Soviet Navy Day a joyful surprise awaited crews of the combat vessels standing on the roads at the mouth of the Neva. When the sailors came ashore they were met by the builders of the Red-Banner Leningrad Naval Base, who invited them to visit a new tearoom and shop situated in a light, spacious building constructed right on the dock. The unique structure, which required a number of new construction decisions, was erected by the UNR [Works Chief Administration] headed by Colonel-Engineer V. Kuznetsov a month ahead of schedule.

This is not the only example of successful resolution by the base's military builders of challenges facing them this year. They opened two apartment house, for a total of 114 apartments, two months ahead of schedule and put a number of other structures into use. All these projects, by the way, were completed with a high quality rating.

What is it then that helps the builders to successfully meet their socialist obligations? It seems that first of all it is the quest for efficient ways to organize construction and the use of internal production reserves. This is the case, for example, on one of the complex buildings being erected by the collective headed by Colonel-Engineer Yu. Skorikov. This collective, incidentally, has won the Red Banner challenge prize of the USSR Ministry of Defense, the Central Committee of the Construction Workers' Trade Union and the Construction Materials Industry for six quarters. A provisional party group was formed here which included representatives of the customer, the general contractor and subcontractors. It was headed by Major-Engineer V. Tolmachev, chief of the building and installation sector.

At its meetings this group discusses shortcomings and accomplishments in the work of communists on the project and assists managers in resolution of organizational and indoctrinational problems. Recently the party group, with aid of the local radio and wall newspaper at the building site, helped to widely disseminate the experience of welder P. Krivov, who did a high-quality job of installing the guy webbing of a new building; carpenter P. Ivanov, who did the unique finish work on the building's activity hall; plasterer Ya. Il'yasov, who for the first time in Leningrad completed terrazite plastering of a 12-story building. As a result, construction is staying ahead of schedule and maintaining high quality of work.

The Zlobinskiy method is being actively spread throughout the base's building projects. Six contractor brigades are successfully working in the collective described here. And in the UNR headed by Colonel-Engineer I. Aleynikov the first composite management-contractor brigade of drivers has been formed under the leadership of Soviet Army employee N. Khabarov. The use of vehicles has improved markedly in this brigade. Hundreds of tons of freight in excess of the plan have already been hauled and hundreds of liters of fuel have been saved.

The introduction of advanced methods has served us well. It is having a particularly large impact, for example, on the progress of one joint project being conducted by the builders headed by Colonel-Engineer Yu. Skorikov and the repairmen-builders managed by Colonel-Engineer G. Lur'ye. The objective on which they are working is the dormitory and dining building of the Higher Naval Academy imeni M.V. Frunze which was built more than 270 years ago. The task facing these collectives is to make repairs during the students' summer holidays. This will not be easy to do. But the schedule is inflexible and the demands for quality are exceptionally high, inasmuch as the building is an historical monument.

But the military builders led by engineer V. Kuleshov and Soviet Army employees N. Krasnovskiy and Ya. Mikhaylov have rapidly mastered the required work practices. Thus, using advanced methods, the brigade of plasterers headed by Soviet Army employee A. Ivanov, consisting of 46 military builders, is already completing 500-600 square meters of difficult so-called "lighthouse" plastering each month.

And a large contribution toward perfecting the construction process is being made by our rationalizers. In only six months proposals have been implemented which saved several thousand rubles.

Of course the base's military builders are using far from all of their potential to improve the efficiency and quality of labor. However, it seems that the heat of competition will help them to successfully cope with the tasks of the second half of the year.

### On the ASW Cruiser 'Minsk'

Moscow KRSNAYA ZVEZDA in Russian 18 Aug 79 p 2

[Article by Captain 1st Rank G. Savichev, KRSNAYA ZVEZDA special correspondent: "On a Single Deck"]

[Text] The commander of the antisubmarine warfare [ASW] cruiser "Minsk", Captain 1st Rank Viktor Aleksandrovich Gokinayev, stepped out onto the wing of the flying bridge which was suspended over the wide and unusually long -- like a city avenue -- flight deck. Some helicopters had just lifted off from the deck and preparations were under way to launch fixed-wing aircraft.

Everything went off without a hitch. Gokinayev, watching the clock-work actions of his personnel with satisfaction, recalled the time when it became necessary to adopt these new weapons -- deck-launched ASW aircraft. And he recalled how he had to resolve as whole host of problems, not the least of which was that of mutual understanding between the sailors and the aviators.

The Essence of the Problem -- Flights were being launched. Amid the flame and terrible roar of engines the aircraft were leaping off the deck and heading for combat training missions. The even, measured rhythm of the takeoffs and landings attested to the fact that flight organization was at the required standard and the entire "ship-people-aircraft" system was functioning like a well-oiled machine.

But suddenly there was hitch. From on board a aircraft that had barely lifted off the deck came the words: "Request landing clearance."

"Cleared," the flight controller answered without a second's hesitation. An immediately all communications were jammed with the report: "Unscheduled landing".

Just what had happened? The pilot said, "I am tired out. I could not sleep all night. There were incessant bells and commands on the ship's speaker system."

"But this is a cruiser, not a quiet dwelling house," one of the ship's officers who had witnessed the incident smiled wryly. He simply could not comprehend how bells and commands could disturb anyone's rest. The most common of things....

And there was a misunderstanding of a different type. They were conducting a "save-the-ship" drill. Naturally, all water-tight partitions, all passageways and all hatches were closed off. It was as if the ship had died out. And only in the places where there was "fire" and in the compartments that "taking on" water the damage control team, without fuss or noise, was taking care of the damages.

One after another reports on the fight against fire and water came into the command center. But then suddenly an unusual request was heard.

"Help the aviation specialists make their way to their equipment."

This is the way it happened. When the emergency alarm signal sounded some of the aviators paid it no attention. Up to that time nobody had explained to them that saving the ship is everybody's business -- not only the ship's crew but everyone, without exception, on board the cruiser.

And so when the aviators needed to reach their equipment they could not do so because all passageways and crossways were tightly closed off.

All these examples, stroke by stroke, painted an overall picture of the state of affairs: not only did pilots and aviation specialists at times not understand some of the rules of the ship, but their state of mind was, on the whole, different from that of the ship's officers.

Beginning with his young years, from his days in the academy, the seaborne officer prepares himself for the frequent and long separations from his family. But then future flyers orient themselves toward a different way of life.

The incessant pitching and rolling, the monotony of the days, the frequent formations, the tightly closed cabins even in good weather, the bells, the commands and a mass of other things which are common for a ship's crew -- all these things are difficult for an unaccustomed person to understand and it is even more difficult for him to live such a life.

Moreover, it became clear that the sailors were in some areas unprepared for cooperative activities with the flyers.

When the sailors were told that the aircraft was a collective weapon this did not make a particular impression on them. Wasn't the ship as a whole a collective weapon? Besides that, if one addresses the particulars, not only the missilemen take part in missile firing. It involves the navigator, the radar operators and even specialists in the electromechanical department: after all it is they who supply power to the battle stations and the command posts.



No, this unique characteristic did not require the sailors to make any inner reorientation. The answer lay in the fact that there was not a man in a missile, in a torpedo nor in a shell. But an aircraft is piloted by man himself.

And everyone had to realize this, to feel it deeply with both mind and heart, in order to understand that this one condition places a particular responsibility on all those who take part in flight support.

And a new concept made its way into the lexicon of the sailors: "flight safety." One had to show particular attention to the airmen. One had to consider the uniqueness of their activities and create the proper conditions for them.

But in order for such a moral-psychological reorientation to become permanent, in order for it to manifest itself not only during flight activity but in the course of day-to-day life, much work had to be done.

The Commander's Decision -- The time when the pilot, pleading tiredness caused by many bells and commands on the ship's speaker system, suddenly requested an unscheduled landing, when some of the ship's officers regarded this with scepticism (they said: what kind of woman's show is this?), Gokinayev looked upon the incident differently.

For the first time he saw with his own eyes that a difference did exist in the way the two categories of his subordinates approached and evaluated one phenomenon or another. But how was he to solve the problem?

"Perhaps they themselves will get used to one another and work things out," he began to think. But he immediately gave up the idea: time waits for no man.

Gokinayev carefully studies all the scientific works concerning interaction between sailor and aviators, refers over and over to the experience gained by other ships and directs the attention of all his subordinates -- both flyer and sailor -- to this problem.

And then the decision began to take shape: they must begin with a careful study of each other. They must learn all the circumstances of each other's lives, training, duties and lifestyles. And they must learn all these as well as possible. "This must be an interpenetration and striving to live with the same thoughts, feelings and desires," the cruiser commander reasoned.

Soon he assembled all the watch officers and went over in detail all signal and command activity broadcast from the watch during the 24 hours before the flight which had ended in an unscheduled landing.

The picture that took shape was instructive. It turned out that signals were being ground out almost continuously that day. And they were on all nets without exception: the seamen's, the officers' and the battle nets.

In response to the commander's stern admonition that this was not to continue many of the watch officers brugged in bewilderment -- how can it be otherwise? After all commands must reach their recipients without fail.

"We must strictly adhere to order in the use of the broadcast lines," the commander said. After all, extraneous commands do work on the psyche of the airmen and disturb their normal rest and, in the final analysis, this has a direct impact on flight safety."

Thus Gokinayev analyzed in detail all other events, facts and incidents which appeared from his point of view to stand in the way of mutual understanding.

On the cruiser commander's instruction a special plan was developed which was known unofficially as the "mutual knowledge plan" and work began.

Voice of the Political Workers -- It is now hard to establish when the popular expression "Sailors must become aviators and aviators must become sailor" was coined, but today this expression has taken on an exceptional popularity in the Soviet Navy.

It is also being put into active practice on the ASW cruiser "Minsk". It is being promoted not only by the laborious and purposeful work of the ship's commander, the subunit commanders, the sailors and airmen, but also all the political workers and all party and komsomol organizations.

Once before the opening of a party meeting, political worker Captain 1st Rank V. Semiletenko asked the secretary of the aviation subunit's party organization, Senior Lieutenant Moseyev: "Why did you not invite any of the ship's communists to the meeting?"

"But what for"? Moseyev expressed surprise. "We will be discussing our own internal problems."

"You are mistaken; all problems on the ship are common problems," Semiletenko said. And he turned out to be right. Not a single one of the speeches (and they were at times sharply critical) bore a private character which concerned the aviators alone. They spoke, for example, about washing down the aircraft. This concerned not only those who actually wash the planes but also those in the electromechanical department responsible for water supply. They discussed the question of order on the flight deck during flight activity and this too was of general concern. One of the communists expressed this aptly: "We have different specialties but we have a single deck under our feet."

The next day, on advice of Vladimir Grigor'yevich Semiletenko, all questions that were broached during the meeting were carefully examined at an assembly of the officer staff.

The distinction between common and private concerns subsided. Joint activities began to be held more often: thematic evenings, technical conferences, sports competitions, discussions of films and literary works, lectures and discussions. The airmen were invited to the sailors' party and komsomol meetings; in turn the sailors took part in discussion of air problems.

Friendship Strengthens on Cruises -- Sailors come of age during cruises. Their will, their combat skills and their sea habits are forged in their battle against the elements. It is not for naught that they say that long cruises are schools of mastery. Comradeship is also strengthened on cruises. However, this does not happen by and of itself. Unity of the collective and creation of an atmosphere of true comradeship within the crew is furthered to a large extent by purposeful political-indoctrinational work. During the days that the "Minsk" was on cruise the CPSU Central Committee issued its resolution "On Further Improvement of Ideological and Political-Indoctrinational Work." Its text was radioed to the cruiser and was carefully studied by all commanders and political workers, by all communists and komsomols. Ideological and political-indoctrinational work on the ship was significantly enlivened. Party and komsomol meetings were held, wall newspapers were published, some excerpts from the resolution were displayed on special stands. All of this, of course, helped to unify the participants in the cruise into a monolithic collective.

With each passing day successes in combat and political training grew more numerous. Friendship among those on the cruise grew stronger. One heard reproaches exchanged less frequently. More rare too were problems growing out of misunderstanding. All this had a favorable impact on the unity of the collective and on the overall state of affairs.

No, the problem of mutual understanding between sailors and airmen is not a simple one. But the experience of the ASW cruiser "Minsk" and other ships on which aviation has been deployed provides visual evidence that it can be successfully resolved. And this is possible due to well-reasoned and purposeful efforts of commanders and political workers.

#### On the Large Missile Ship 'Smelyy'

Moscow KRSNAYA ZVEZDA in Russian 19 Aug 79 p 2

[Article by Captain 3rd Rank V. Dobrovol'skiy, Commander of the Large Missile Ship "Smelyy": "What Does the Sonarman Report?"]

[Text] This was in the Mediterranean Sea. As a part of a search-strike group the "Smelyy" was taking part in an exercise. During debriefing I, as the commander, was to hear many negative comments directed toward the ship's ASW team (KPR). We wasted a lot of energy and time classifying

bogus contacts. Consequently, the length of time that we maintained contact with the real target was shorter than expected.

Everything that was said corresponded to the actual state of affairs -- one that was far from customary for the "Smelyy", which up to that time had a standing reputation as a ship with a refined and skillful ASW team. What had happened?

The only thing that had happened was a change of sonarmen. An experienced warrant officer had been released to the reserves. A young warrant officer -- diligent and capable but not very experienced -- had taken his place at the console.

This example appears to me to give visual testimony to the role of each rank-and-file specialist on a modern ship. It seems that with all its specificity the subject of working with sonarmen can also have a certain methodological value. Everyone knows that the operation of a main command post [GKP] of a large ship is today supported by dozens of radiotechnical positions. And success in battle to a large degree on how smoothly organized and reliable communications are between the GKP and the radiotechnical equipment operators. For example, some commanders -- who are in my opinion overly categoric -- consider the sonarman as an ace; that a highly qualified sonarman provides for 80 percent of the successes in resolution of ASW problems. This figure is, without question, exaggerated. But it is in its own very characteristic. Specifically, it expresses the craving of commanders to have highly qualified sonarmen at their disposal.

But how does one explain such a high "specific weight" attributed to the sonarman as a member of the ASW team, which also includes the ship's commander and many other specialists? It can be explained by the fact that the sonarman is the very one who obtains information on the submarine situation.

Modern equipment complexes permit one to monitor the ocean depths in a radius of many kilometers around the ship. However, the question is whether capabilities of the operator are equal to the capabilities of his modern equipment.

This is not easy to achieve. The qualifications of a sonarman are a fusion of his innate qualities (thought, memory, hearing, spatial imagination and volitional qualities) with theoretical and practical training. Unfortunately, recruitment of candidates for the acoustics specialty in warrant officer schools is not always sufficiently selective to eliminate straight away those people who lack the requisite qualities. Knowing this, ship commanders are themselves looking for a way out of this situation.



This is the way we solved the question of the acoustics team chief on our ship. We sent a first-term sailor to warrant officer school and he returned to our ship after the proper time. Team chief Warrant Officer G. Tarabuyev is still serving on the "Smelyy" to this day. He is now a first-class specialist and it can be said that he has fully justified the hopes we placed on him.

But this was not done immediately, not in one day. The episode which I related at the beginning of the narrative relates specifically to Warrant Officer G. Tarabuyev's period of development. Inasmuch as it is not especially pleasant to be rebuked by one's superiors, the temptation is always great to unleash our anger on the "culprits" and we ship commanders do not always resist this impulse. But then the damage done to the development of the sonarman by reproaches that are not altogether justified and the whole argument comes down to intonation can be great or it at least undermines the psychological basis on which the commander's relationship with the sonarman is built.

I consider mutual trust or, if you please, mutual professional respect to be such a basis. It is essential that a situation be attained wherein I, as the commander, am sure of the competency and objectivity of reports from the hydroacoustics compartment. It is equally important that the sonarman correctly interpret my commands and advice so that corrections that I make to his work, on the basis of my more complete familiarity with the situation, do not come across as expressions of distrust in him. If they did then the sonarman would become nervous and make mistakes.

Objective, argumentative critique of a sonarman's performance during training and sea exercises is the surest way to establish the optimum psychological climate in the "commander-sonarman" link. Material for such a critique must be provided by objective monitoring equipment.

And it took dozens of films and many reels of tape to rid Warrant Officer G. Tarabuyev of his "growing pains." But this was of great benefit -- and not only for the sonarman. The efficiency of training using objective monitoring devices turned out to be so high that we extended this method to instruction other types of teams. It was also highly beneficial for me to break down each battle in meticulous detail and analyze missed opportunities.

Of course I had to thoroughly learn the equipments that the sonarmen have at their disposal and even their operator duties. I spent dozens of hours in the compartment with Warrant Officer G. Tarabuyev and his fellow watch standers. We tracked targets together but, more important, during those hours we formed a mutual understanding.

It is not enough that a sonarman be able to simply see and hear; more is needed. He must be able to forecast the development of events and understand the maneuvering of his own ship as well as that of a submarine. Otherwise confused reporting cannot be avoided.... Sonarmen can acquire this quality only through a wealth of practical knowledge. And in my opinion nobody is capable of conducting the tactical training of sonarmen better than the ship's commander. I explain the tactical backdrop of events to the sonarmen at the critique of each exercise. Of great aid to the operators are formalized tables which help to speed up reacquisition of contact with a maneuvering submarine. These were formulated on board the ship on the basis of our calculations.

What practical use is this? Take the situation which, unfortunately, almost every ship commander encountered from time to time. The superior officer thinks that the sonarman is "reporting the weather, not the situation" and that the target which the ship is tracking is bogus. This leads to the necessity of terminating the contact to go on searching in another area. If he cannot confirm his data by data from another ship in the search-strike group the commander often finds himself in a ticklish situation.

It goes without saying that not one commander and not one sonarman is insured against mistakes. But then the senior commander, unless he has assumed command of the ship, does not bear a direct responsibility for his advice nor for his possible error. On the other hand the ship's commander, unless he has been relieved of command, bears full and complete responsibility for each order, no matter under whose influence it is given. So what then? The excitement of the search is so great that at times advice to the commander, especially if the staff is embarked on his ship, pours forth as if from a horn of plenty. Much psychological tenacity is needed to resist the influence of rash advice. And where do you derive it -- this tenacity -- if not from the very deepest conviction that your sonarman is right again this time.

It goes without saying that acoustics reports are adjusted and cross-checked by the combat information post and the navigator. But if the ASW team is developed as it should be and if the sonarman is well-trained there is almost no need for corrections to his reports. And also of no small importance is the fact that a highly qualified sonarman saves the whole ASW team an enormous amount of nervous energy. This is true in those instances when, still at the initial classification stage, the sonarman has the courage to declare a contact bogus. Taking into account that a submarine ship can last for days and that dozens of bogus targets can be picked up during this time, it would be foolish to underrate the importance of this initial processing of information.

And finally, a highly qualified sonarman also means seconds of combat advantage that can be gained in classification of real targets. Attack of a submarine or repulsion of a torpedo strike under combat conditions will be high transient events and success or failure will be decided in seconds.

What has the return been on the efforts and attention that the "Smelyy" has devoted over a period of several years to increasing the state of training of its acoustics team? In 1978 the ASW team of the "Smelyy" was acknowledged as one the best in the combined unit. And here is an episode from a recent exercise.

As part of a search-strike group the "Smelyy" headed for its assigned area on a submarine search. Suddenly Warrant Officer G. Tarabuyev reported to the GKP that he had echo contact with an unidentified target -- presumed to be a submarine. Under conditions of the exercise, it seemed to us that there could not be a submarine there. But then there was no way that the chief of the acoustics team was confused. The team quickly classified the contact. It turned out that there was indeed a submarine there.

This was in the Mediterranean.

#### Flag Officer on Naval Service

Moscow KRSNAYA ZVEZDA in Russian 24 Aug 79 p 2

[Article by Captain 1st Rank M. Korenevskiy, KRSNAYA ZVEZDA special correspondent: "Concerns of a Flag Officer"]

[Text] The large antisubmarine ship [BPK] had dropped anchor at the designated point and awaited the escadra commander.

"He will probably not come over today," the senior assistant commander expressed his supposition. "The wind is not very strong but a transfer is a troublesome matter. The spectacles are keen sometimes, you know."

Those who have not had the occasion to transfer from one ship to another on a restless sea cannot understand just from a few words why even the seasoned sailors dislike "these acrobatics." Like giant dishes suspended from a balance scale the decks bob up and down as the "beam" which connects them -- a narrow, grill-work gangway -- creaks and groans. One only need to make a few steps to get across it but those steps are taken over a chasm with sheer, moving walls which are like huge millstones trying to grind away the damper-fenders that annoy them. It is best not to look down from the gangway!

"No, he won't come over today," the officer concluded with more sureness as he glanced once again over the side of the BPK to the whitecaps that had thinned out somewhat during the night.

But the vice admiral did not bring himself to wait long. And there was no "keen spectacle": with a sailor's gait he lightly and gracefully walked across from the shaky little auxiliary vessel onto the combatant. He received the report, greeted the crew and in a friendly, interested manner scrutinized the sailors. And a few minutes later I mentally underlined in my notebook the first questions of my planned interview with the flag officer. In a few well-chosen words he briefed the crew on the situation for hundreds of miles around and the main features of the cruise in progress. Thus the escadra commander personally and thoroughly brought each sailor up to date on the situation. All this in a few minutes of muster on the quarterdeck. And it occurred to me how fruitful these minutes of openly expressed trust and attention to people had been. Minutes of direct contact indoctrination. Minutes that intensified all feelings -- particularly the feelings of responsibility and duty.

One of the notebooks that I had filled over the years here in these waters included a photocopy of the "Map of Vigilance" which was used by Mediterranean propagandists in their on-board presentations. I do not even need to open the old notebook: that map has long since been imprinted in my visual memory. It was marked with the obvious strongholds of imperialist aggression -- naval and air bases, dispositions of large contingents of NATO troops and points where nuclear weapons storage had been established overtly. It looked just as if these symbols on the map were sneaking up to draw an ominous semi-circle around the territory of the USSR. Written in black ink at the bottom of the map was the statement of a highly-placed Pentagon "hawk" that with the transfer of U.S. missile-equipped nuclear submarines would leave few objectives within the USSR that could not be reached by submarine-launched "Polaris" missiles with nuclear warheads. Since the time that this complacent martinet pronouncement was making its way around the world the American missile submarines have replaced the "Polaris" with a more powerful system. Thus from time to time intensification of the feelings of responsibility and duty here is most appropriate.

The escadra commander was not one of those impenetrable military leaders on whose faces you cannot read anything. It was obvious that someone had disappointed him just before I came in and he wore an offended frown.

"Comrade Vice Admiral, perhaps we should change our interview to another time; you are concerned about something else...."



"At another time I will still be concerned about something. Worries crop up constantly. First from above, then from below."

This time, as it soon became clear, it was from below. The flag officer and the BPK commander had been talking. They were having a good conversation, the ship's commander was answering sensibly and conducting himself with dignity. The conversation was drawing to a mutually pleasant conclusion when suddenly the officer asked, "Will you be letting us go home soon"?

"What about that! "Mama, I want to go home" coming from the mouth of a commander. He should be glad he came here, where we have such a good school...! Very well, ask your questions."

The dialogue between the correspondent and the flag officer which follows was compiled from notes on several conversations held on the Mediterranean.

Correspondent: Two young officers under the same conditions (they were on the same ship) were far away from home shores. They logged thousands of miles and a good dozen storms enriched their nautical biographies. And one returned from the cruise noticeable more mature, his experience enriched with the firmly engrained habits of commanding his subunit in difficult circumstances. The other, quite naturally, had also grown up. But he got incomparably less out of the voyage that did the former. He is more tired than the rest -- tired beyond natural norms. And he is somewhat wrought-up over the long separation from home. The first officer is ready, after a short rest, to return to the sea for many long weeks. The second one is bored with the thought of the next cruise. We will not address special and therefore understandable circumstances such as an unsettled family, the illness of a dear one, long-nurtured plans disrupted by long absence, etc. Everything is fine "on the home-front" for both our officers. Their experience and capabilities are also practically equal. Why then such a difference in the "baggage" with which these two officers returned from the long cruise?

Flag Officer: First of all, let me say that instead of the arbitrary "first" and "second" officers I could easily name real people. And not only junior officers. And not only one or two in each category. In fact, different people make different uses of the opportunities that a long cruise offers. Much here depends on the officer's self-motivation toward the cruise. One will set goals and high targets for himself. Another will draw squares on the calendar so he can mark off each day one by one. One will be most interested in whether he will have an opportunity to check out in practice some of ideas and concepts in the realm of tactical maneuvers. Another, like the commander of this ship....

I understood that I was about to go beyond the bounds proper for a correspondent, but still I could not resist trying to remove the "cloud of flag officer disfavor" that hung over the officer. I said that the BPK commander makes a good impression and commands his vessel calmly and confidently. And he is no novice in the Mediterranean -- this is his tenth cruise beyond the Bosphorus.

"His tenth, yes! But his ninth was a long time ago -- count them -- two years ago," the vice admiral did not soften. "In order to become a good sailor," Makarov wrote in his famous 'Discussions of Questions of Naval Tactics', "one must stay at sea for long periods and thereby become accustomed to being between the sky and the sea and consider the sea his home"."

The dictum of Admiral Makarov, so well-known that at any other time it would have passed right through my ears, sounded somehow special as it flowed from the lips of a man who had spent a significant part of his adult life between sky and sea and attained the height of escadra commander, as they say, right before my eyes. After all, still fresh in my memory were visits I made to him as a correspondent when he was a department commander, then senior assistant commander, the ship's commander of one of the best ships in the navy. For this reason I wanted to delve still deeper into the vice admiral's statement.

Correspondent: Self-motivation toward a cruise, as you noted, means to set goals and targets. But are they not always implicit in an assignment given by the commander? And every commander -- both the one who goes to sea with enthusiasm and the one who counts the days until he is back in port -- will strive to do the best possible job. Is this not true?

Flag Officer: Yes, but not entirely. You must understand self-motivation as something broader than simply attitude. To motivate oneself properly means to think of more than what the cruise plan requires of you, more than what is absolutely mandatory to get the job done no matter what your attitude. Not just in one plan but in many, you will find the phrase "Improve training of hydroacoustics operators". And all these plans will be fulfilled. But one of the enthusiasts for training skilled ASW personnel left to the escadra a new method for training hydroacoustics operators. Yes, a new method! It was unusual and unexpected but it was very effective. It is noteworthy that this man came to us here in the Mediterranean firmly attuned to a quest for something new. And he found it!

Correspondent: In your words "He should be glad he came here, where we have such a school." What makes this school unique? How is it better than schools of the "home seas"?

Flag Officer: The officers that serve in the Mediterranean have already gone through the school of various fleets. This means that the best of the experience gained in one fleet can here be passed on the alumni of other fleets, as they say, from hand to hand. Experience passed on in written form is also a treasure if it is generalized conscientiously, from the heart, and not just "scribble" work dashed off as quickly as possible. Yes, it is a true treasure. But still the hand-to-hand way by a living person in face-to-face contact -- this is an incomparably greater treasure. And, take note, we value highly those who love to pass on their experience. Those that do not simply conscientiously and patiently share it, but literally love the process of imparting experience.

The first of such people that the flag officer names is Major V. Filin of the ASW helicopter pilots. Nothing pleases him more than to "raise" a beginner or to impart to a younger person something of himself, something from his "golden reserves." A high conception of duty is multiplied by sincere generosity. He has long since gone over to the ASW cruiser "Kiev" (to again pass on his experience!) and then I hear that he went on to the academy. But he has not been forgotten in the escadra and his name is recalled with respect.

The escadra commander has an equally high regard for those officers who constantly remember that it is their obligation to be receptive to the valuable experience of others. They remember this and therefore do not wait for any special instructions. You notice in someone else's work something still unknown to you but something you think is interesting and forward-looking. Why not adopt the practice and make it your own? It is just such an approach that has enabled V. Dobrovolskiy, G. Baldenko and other officers to make such fruitful use of the opportunities offered by long cruises.

Somewhat later, this time on the radio, the flag officer asked that officers N. Pakhomov and N. Proyavko be named among the finest officers of today. With good self-motivation they came to the Mediterranean -- industrious, inquisitive and innovative.

Correspondent: The uniqueness of this "school" obviously opens up still other possibilities for the escadra staff....

Flag Officer: Absolutely. Take the exercises. When ships of one combined unit or even fleet are matched against those of another, then for the umpire, or commander, there are friendly forces on one side and there are friendly forces on the other. And one is somehow partial to his own friendly forces. Your ship receives and "unsat" and they tell you, the commander, that you trained them poorly. We are firmly resolved not to fear this. Herein lies the principle of no compromise.

The vice admiral recalls a case when a submarine commander played into the hands of an ASW crew. Although they could not say that it was effortless, they detected the submarine easily. First of all the submarine commander was given an unsatisfactory mark for his maneuvering. Later at the critique his "helplessness" was pointed out to everyone, but he would not accept this. Although he could say nothing in his defense, he uttered only: "Very well. Let us see how helpless I am next time." And in the next exercise he "performed such acrobatics" that the ASW crews had a bad time of it. But they derived incomparably more benefit from this contest than they did from those in which everything went along in text-book fashion. Exercises conducted under simplified, standardized conditions must be eliminated. Totally eliminated!

Correspondent: What recommendations would you make to commanders who are preparing to sail to the Mediterranean?

Flag Officer: First of all, do not permit any lessening of attention to the standing watch. I asked junior BPK officers about this and their answers were most general. But here is something to think about. Who stands the watch when they are showing a movie in the mess? On this BPK it is the junior officers! But then who stands the watch when the chief is inspecting? The old-timers! During the inspection they turn in their discrepancies -- that is wrong, that is out of uniform -- and the conduct is far better. But is it permissible to distribute experienced and beginning specialists among the watches depending on movies or inspections? When the situation is tense there are no inspections. But if there is an inspection that means that everything about is calm. Then why are most experienced people on watch at this very time? And there are many such "whys" concerning the watch here. Why on this ship of radiometry operators are the radiomen considered practically loafers? Who is the messenger? The radiometry operator does not know his job hands down. But in my opinion a watch at the machines is simpler



than a watch in the radio room. The watch of the radiomen who work intensely is easier than that of those who for weeks at a time seem to have nothing to do but wait for an arbitrary signal. This is enormous tension! Yes, this BPK commander and his officers have much to think about. Right up to revising the daily routine and making it subordinate to ensuring that a sailor going on watch is fed, rested and in a good frame of mind. And excellent watch is the key to everything.

The flag officer is now in the wheelhouse. The staff officer spreads a map, which covers an enormous territory, on the navigators table.

"Request permission to report, Comrade Vice Admiral."

"Invite the ship's commander. Let him see and hear this."

The "disfavored" commander is there right away. He carefully follows the tip of the pointer as it travels from American carrier to English. One of them has launched 79 sorties in 24 hours. NATO is becoming active; it is beginning a show of force in connection with a certain international political development.

"There you see the situation as it is today," the flag officer says. "And some are saying: 'Will you be sending us home soon?'"

"Comrade Vice Admiral, you misunderstood me! I would stay at least six months," the ships commander said with emotion. "I would gladly stay."

"Gladly -- that is the word. That is as it should be."

#### Technical Training Importance Stressed

Moscow KRASNAYA ZVEZDA in Russian 28 Aug 79 p 2

[Article by Vice Admiral N. Shablikov, member of the Military Council, Chief of the Political Directorate of the Twice-Distinguished Red-Banner Baltic Fleet: "Man and Equipment"]

[Text] The force of modern weapons has grown immeasurably. One finds evidence of this in sea exercises and cruises, particularly when sailing on ships of the "youngest" generation and newest design. Remarkable command and control equipment has appeared, including computers.

But no matter what level of perfection weapons and technical means have achieved, we know that they are powerful only under the hand of man. It is altogether evident that this complex equipment can be mastered only by people who constantly expand their military-technical skills,

people who possess a deep realization of their place in the overall process of development of the Armed Forces and who view their role and their purpose from and position of high civil awareness.

The perspective, ideological education, discipline and moral culture of the serviceman all become to a great degree accelerants to his military-professional and technical training.

The CPSU Central Committee's resolution "On Further Improvement of Ideological and Political Indoctrinational Work" requires that each Soviet citizen be inculcated with an awareness of the importance to society of his personal participation in the strengthening of the might of the Motherland. And our front in the fight for communism is in persistent striving for mastery of military excellence and constant readiness to skillfully employ weapons and equipment in modern combat. And the experience of leading military collectives provides obvious evidence that military equipment and weapons are mastered most successfully where party-political work is conducted well and where concern is shown for the composite indoctrination and harmonious development of people. Unfortunately, some commanders and political workers poorly understand this relationship and wander down the wrong path, thinking they are taking a short-cut to their desired end.

I will clarify this idea with an example. On the ships where Captain-Lieutenant A. Pavlenko serves one can hear the leaders report with a hint of pride that in preparation for a cruise their people literally "did not climb out of the holds" but worked even at night making urgent repairs and regulating equipment.

Of course if trouble comes up it must be corrected energetically and in the shortest time. If sailing time is imminent and things are not in order down to the last detail, then it is no sin to "borrow" an hour or two sometimes from the crew's free time budget to prepare for the cruise.

But I emphatically do not condone cases where people sometimes actually "do not tear away from the Iron" and do not have the time to satisfy their spiritual needs and rest. One must consider that sailors spend the principal part of their time in the rigid hulls of submarines or on battle stations and command posts of surface ships, surrounded by a world of instruments, systems, mechanisms and complexes. This in itself can to a certain degree affect the psyche of these people. And if, on top of this, a kind of "sacrificial attitude" is cultivated wherein the highest distinction is that they "do not crawl out of" their positions then how can one expect them to achieve the desired results?

No, this is not the way to search out unused potential! It is far more important, albeit more difficult, to make scientific-technical progress in the navy, technical creativity and the quest for more rational ways to rapidly master equipment and weapons the romance of our life; it is far more important that we strive for a deep understanding by each serviceman of the particular importance of his technical training to raising combat readiness, thereby strengthening his active patriotic position.

Just such an approach to this important matter is maintained in the leading collectives of the navy. Take, for example, the combined unit in which Captain 2nd Rank P. Gnatyuk commands one of the ships. The pace of life and military labor is no less intense here than anywhere else. But the mission is accomplished more successfully than on the ships mentioned earlier; the people know their jobs better, there is hardly ever trouble on the positions and nobody is "scrambled" in the night to take care of them. The sailors get normal rest and have time to satisfy their needs, among which an important place is occupied by their interest in technical questions. The essence of the matter, it turns out, lies in the style of work, the tenor of life and the proper conduct of the indoctrination process.

"Gaining an understanding of the person and properly orienting him toward his equipment is no less important than training him," said communist Senior Lieutenant-Engineer Yu. Morozov, commander of the hold and boiler room section of the outstanding patrol ship "Silnyy." These words import to me personally how this young party member understands his mission. In fact, if you do not know how a person relates to his duty and his equipment you cannot understand the motivation for his conduct and your training of the person will be ineffective. That is why the commander and party organization of the "Silnyy" strive for unity of political-indoctrinational work -- both overall and in concrete terms -- and military-technical training of sailors.

One of the recent cruises was instructive in this regard. At sea they systematically used not only all forms of specialist training but also technical knowledge discussion groups. They held discussions and quiz sessions on the ship's weapons, equipment and systems and the military-technical lecture group was in action. For example, the communists of the electromechanical department (they are all communists) gave lectures on the development of the diesel industry in our country, its latest achievements, trends and long-range prospects. The technical discussion groups also broached questions which significantly broadened the professional horizons of the sailors.

During the cruise many officers wrote papers which covered not only useful recommendations, based on the experience of operating equipment in the tropics, but also pedagogic reflections on how best "to orient a person toward his equipment." These works contained much of value in that one could see the engineer's philosophy in the practical recommendations.

By the way, not only in the unit under discussion but in the navy as a whole, writing and discussing papers on ways to accelerate equipment and weapons training and the search for more efficient use of their combat capabilities became, we should say, a fine tradition. Submarine missileman Captain-Lieutenant V. Bokov recently presented an interesting work for the judgement of his comrades. The faculty of the Naval Engineering Academy became interested in papers that were written by Captain 2nd Rank-Engineer Ye. Andrusenko and they were published in abridged form in MORSKOY SBORNIK. The author received a favorable response from readers.

This, we think, is an effective form of propaganda and promotion of advanced methods of military-technical crew training. One can only hope that in similar works: the social motivation for actions of servicemen will be shown more clearly; the psychology of personality formation will be treated in more depth; a moral appraisal of combat expertise will be given; and, advice will be given on how to attain harmony in the professional and spiritual development of the sailor.

We are establishing a clear-cut system of forms and methods of military-technical propaganda. Technical universities with several departments are functioning, as a rule, in the Officers' Houses. Several technical schools for warrant officers have proven themselves worthwhile; for example, the one for submariners in which each of the professional areas is headed by an appropriate flag-rank specialist. As we have already noted, many technical discussion groups for seamen and petty officers are functioning successfully.

But we would be committing a sin against the truth if we began to contend that everything in this area is being done as it should be. Some schools and discussion groups at times pattern themselves, and not in the best way, after the forms of planned specialist training. But their mission is something else -- expansion of perspectives and elevation of the levels of scientific-technical thought, in order that trainees, who have already received the knowledge, can creatively translate it into their own practical actions. It is vitally important today that not only officers, but warrant officers, petty officers and, to a certain degree, seamen take on the philosophy of an engineer and study its basis. It is most essential that every officer, and each political officer even more, be conversant with the questions which delve into the relationship between man and equipment. If we begin to study the make-up of a missile or a diesel in our school or discussion group, even from the same aspect as this is done in the specialist



training schools, then we are hardly satisfying the requirements of military-technical propaganda. In a word, the planning and organization of these important forms of military-technical propaganda leave much to be desired. Some party organizations, primarily at the staff level, have a weak grasp of these questions, taking at times a position of non-involvement.

Meanwhile the significance of the role of staff specialists in intensification of the training process and inculcation in servicemen of love for their equipment and pride in their weapons is obvious. And it should be said that many of these communists do function fruitfully on the ships as organizers and indoctrinators. At the base of the working style of such comrades lies a deep involvement in the problems of the subunit and a desire to instruct people, aid in the organization of competition and planned forms of training and to take an active part in military-technical propaganda.

But there are also those whose work on the ships is, figuratively speaking, is around the flywheel. What a surprise! After all some of them were formerly ship's officers with reputations as indoctrinators and party activists. But once they went to staff they somehow decided that they were now "free from personnel."

This fundamentally wrong. It is the duty of each communist-leader to instill in his people a high sense of conviction and a class approach to all phenomena and processes in the world and to do everything possible to ensure that each of our servicemen, part and parcel with his ideological and spiritual growth, acquires professional and military-technical preparedness to defend the Motherland and that he masters to perfection the science needed to be victorious in modern combat.

#### Air Crew ASW Training Methods

Moscow KRSNAYA ZVEZDA in Russian 29 Aug 79 p 1

[Article by Major V. Nepomyashchiy, Military Navigator 1st Class, Red-Banner Northern Fleet: "Torpedo Planes Attack"]

[Text] An exercise was in progress. A few hours flying time in the clouds and the crew, headed by air detachment commander and aviator first class Major V. Kravkin, had covered a distance over the ocean equal to his ASW aircraft's operating radius. Only upon reaching the mission area did he break out under the dark clouds that hung heavy over the water.

The gloomy polar twilight, the nearness of the icy waves.... It was an inhospitable picture. But it was a common sight to these northern fleet flyers. Major Koryakin, as always, was carefully analyzing the situation in which his crew was to enter into a duel with an "enemy" submarine. There are no reference points out here and even on the distant shore there is little in the way of radiotechnical means needed for air navigation. But still the commander had no doubt but that they would come out exactly at the search zone. Time and again he had been convinced of the expertise of his navigator, Captain V. Dmitreyev. A first-class specialist who had been decorated for his successes in combat training, Dmitreyev always made maximum use of the capabilities of the on-board navigation system.

The commander was preoccupied with how best to conduct the target search. Should they use the on-board magnetometer? This was the most economical method. And, as a rule, it was an effective one: on the preceding flight they succeeded in detecting the submarine in a short time. But its use was limited at this time. Having first talked it over with Dmitreyev, Koryakin decided to employ another search variant.

The airborne subhunters have everything they need to detect and defeat an "enemy" submarine: refined instruments and powerful weapons, deep knowledge and considerable experience in the use of combat equipment. To the point, Major Koryakin's crew is rightfully considered a leader. It is one of the best in our regiment which bears the Pendant of the USSR Minister of Defense for valor and military excellence.

It is an honor but not an easy matter to be the leader of a socialist competition. One must perform without the slightest indulgence to hold the high rating of a master. And communist Major Koryakin shows a party concern for increasing the efficiency and quality of his subordinates' military labor. He demands, for example, that during preparatory flight training they score nothing less than excellent when rehearsing all aspects of the upcoming mission in the composite simulator.

Major Koryakin devotes intense attention to development of his crewmembers' volitional qualities and prepares them psychologically for accomplishment of their responsible mission, indoctrinating them in the heroic traditions of northern fleet aviators. Thus before the air-tactics exercise began he related the following front-line episode.

... October, 1944. Crews of the 36th Torpedo Bomber Regiment was given a mission: attack a heavily defended enemy convoy on a distant sea route. Fighter cap was out of the question -- the distance was too great. All hopes rode on surprise and airmanship. Deputy squadron commander Captain I. Volynkin led a flight of five bombers.

Included in this group was the crew commanded by a young pilot and communist, Lieutenant V. Vel'dyaskin. Clouds forced the aircraft down on the deck. But Vel'dyaskin was holding formation well.

"The sea ahead is already raging with antiaircraft fire," recalls Volnykin, who later became a Hero of the Soviet Union. "My plane is shaking all over. 'The right wing is on fire,' I hear the voice of my gunner. Vel'dyaskin's plane is also burning. But why is he side-slipping to the right away from the formation? Suddenly the fire on our other four aircraft slacks off. The wingman has decided to draw the fire away from us. But no, he had not turned of the attack heading! Like a flaming arrow his plane continued dead on target. 'Release!' Vel'dyaskin's torpedo struck a 10-12 ton transport. Strikes from the other aircraft sunk an escort and a trawler. Then the burning torpedo bomber piloted by Vel'dyaskin swooped down into the center of the convoy and rammed into another large transport...."

The heroic traditions of the front-line fighters.... They are always present in each formation and they motivate young aviators to decisiveness and daring in modern combat. Selflessness in fulfillment of military duty is inherent in officer-communist Vitaliy Koryakin and his service colleagues.

And now in the exercise this crew found itself in a difficult situation. The decision had been made to use buoys instead of the magnetometer. This means of conducting a search for submerged targets is most effective when the buoys are placed in a faultlessly chosen direction, exactly in the prescribed pattern.

The best means of combating difficulties are expertise and self-control. The navigator-operator, Senior Lieutenant G. Yermakov, had already succeeded in singling out a submarine detection signal from amid the heavy interference during the first hour the crew was on station. In the dark depths the "enemy" was employing radical maneuvers, striving to break the contact and confound attempts to sight in on it.

But Captain Dmitreyev rapidly plotted a new heading to lay down the "barrier." Major Koryakin steered his aircraft to this exact heading. Buoys of a second type plunged into the water. They help the crew to determine parameters of the submarine's movements.

Without a single drop-out, Senior Lieutenant Yermakov tracked the target blind until data for the torpedo attack could be computed. "Release!" The steel cigar ripped a wave apart and streaked into the deep toward the target.

Objective monitoring equipment later confirmed that aiming of the torpedo as well as all other aspects of the flight's mission were executed with excellence. All members of the outstanding air detachment commanded by Major V. Koryakin maintain close formation with their leader. Sixty five percent of the personnel hold first-class specialist and combat master ratings. The collective cut by three percent the time required to bring their aviation equipment to combat readiness; they cut the average hourly expenditure of radio-hydroacoustic buoys by five percent. The detachment's crews hold the highest score in the squadron -- 4.82 [out of a possible 5.0] -- on the combat weapons-use exercise.

But, as everyone knows, there is no limit to perfection of combat readiness. Detachment commander-communist Koryakin, as he ably indoctrinates his subordinates in the spirit of high awareness of military duty, is preparing them for accomplishment of still more difficult missions in the concluding phase of the training year.

#### Submarine Crew Training Methods

Moscow KRASNAYA ZVEZDA in Russian 29 Aug 79 p 2

[Article by Captain 3rd Rank V. Shirokov: "Evaluations Must Educate"]

[Text] The socialist competition score chart gladdens the eye: the color of red predominates. This means that excellent evaluations have taken the dominant position. But on the submarine, where Captain-Lieutenant V. Kuvatov is secretary of the party organization, the ship's commander, his political deputy and the communist collective decided to treat such charts more critically. Excellent evaluations are numerous, but are they equitable and do they fully reflect the expertise, initiative and enthusiasm of the people?

The party activists, on recommendation of the commander, analyzed the charts reflecting socialist competition between the combat watches during their last period at sea. The difference between the early phase of the cruise and its final phase was striking. In the early days there were many threes [satisfactory] -- the sailors were going through a period of acclimatization and settling-in. How acute the battle between the watches is can be seen even on paper -- every point won is valued. But then the crew went into cruise mode, habits become firmly established, the quality and discipline of watch duty improves and the fives [excellent evaluation] began. Nothing but rare, chance lapses by one crew or another began to decide the outcome of the competition. In fact, these "universal" fives leveled the efforts of the bulk of the crew: one stood a watch with no discrepancies -- five points; another showed initiative on his watch -- still



another five. But then simple conscientiousness and conscientiousness-plus are not really of equal significance. It is important to keep this fact in mind when evaluating the achievements of competition.

Captain-Lieutenant V. Kuvatov proposed changing the evaluation system, which should have a greater stimulative influence on the competitors. The one who performed his duty competently without discrepancies, showed discipline and proved himself positively across the board would receive a four [good]. But special criteria were set for the highest score: for example, ensuring increased reliability in equipment operation, exhibiting professional and political erudition in classes, taking confident and bold action in difficult situations, showing initiative and keenness of wit....

Officer Kuvatov's proposal was discussed by the party bureau and was approved by the ship's commander. They decided to hold a party meeting on the subject. After all, appropriate explanatory work should be done among the personnel in order to help people understand the usefulness of a stricter approach to evaluation of their labors.

The open party meeting that was held just before the cruise was active and business-like. The communists said: it is good that the crew's state of training has reached a high standard but excellent evaluations, having become so prevalent, do not really open up new vistas for the competitors but lose their motivational influence. It is necessary, they said, to raise the "ceiling" of the highest score.

They then conducted the appropriate explanatory sessions among the crewmembers.

... Several days into the cruise and not one excellent evaluation. Everyone anxiously waited to see who would be the first to be distinguished with a five -- the evaluation that had become so inaccessible. Lieutenant V. Kalashnikov was the first.

The lieutenant's watch was almost over. The officer had stood his watch in his characteristic manner: he kept a careful eye on the instruments and reported all changes to the central post. The cruise area was relatively quiet and no unexpected tactical problems had come up. Suddenly the officer caught a suspicious noise coming from one of the console's equipment units. The instrument dial showed an increased voltage level. "Something is wrong with the power," the thought flashed into his mind. Kalashnikov rushed to the power distribution panel, quickly made a cross switch and immediately reported what had taken place to the central post. The officer's decisive actions averted a possible equipment outage. The lieutenant got permission from the department commander to undertake alignment of the instrument. The watch ended but Kalashnikov did not leave his duty station for a long time -- until he brought the matter to a close. The ship's communists saw to it the young officers' skilled action were given wide visibility.



As a result of such an approach, after some time it became noticeable that the creative activeness of the submariners had grown and the competitiveness between watches had taken on a new intensity. A wide-scale movement took shape among the personnel to exceed combat norms, raise proficiency qualifications, master related specialties and develop interchangeability on the battle stations.

Everyone knows that undeserved belittlement of the achievements of people can affect the moral climate of a competition just as negatively as can undeserved inflation of evaluations. Therefore the ship's commander, his deputies, watch officers and department commanders tried to be as objective as possible when summing competition results.

Once one of the helmsmen expressed doubt in the correctness of evaluations he had received. He contended that his knowledge and work habits were not in the least inferior to that of helmsmen on other watches. The sailor needed to be convinced of his wrongness. The party group organizer on the watch, Captain-Lieutenant N. Losev, proposed using readings from the course recorder. They started displaying the course recorder graphs of helmsmen on all three watches alongside the competition score charts and the "offended" helmsman admitted his error. This had a profound positive repercussion throughout the crew. There were no more cases of sailors expressing disagreement with evaluations given them or their watches. All efforts were channeled toward correcting lapses and achieving higher results.

... The submarine's cruise was a long one. The competition between watches bore a keen combat character during all phases of the cruise. Toward the end of the cruise the color of red once again began to predominate on competition score charts. However, this now attested to a higher intensity of the competition and the fully developed expertise of the personnel. The submarine met all its combat training objectives and the crew made a large step toward their goal of entering their ship into the ranks of the excellent.

#### Submarine Commander Describes Training

Moscow KRASNAYA ZVEZDA in Russian 30 Aug 79 p 2

[Article by Captain 2nd Rank A. Gusev, Submarine Commander: "Who Creates the Microclimate?"]

[Text] We won the submarine duel although the "enemy" was skillful and tried very hard for victory. He showed prudence, sureness and boldness and made several non-standard tactical moves. But at a critical moment he allowed on insignificant lapse, after which the initiative changed entirely to our side. As it was pointed out in the critique, the combat

crew of our ship proved better coordinated and unified and therefore performed more reliably.

The duel was one of the episodes of a long cruise when the crew's readiness to act in difficult situations was put to a strict test and the error of a single sailor could substantially affect the outcome of the duel. It was a pleasure for me as the commander to see the desire of each submariner to not only cope with his own assignments but also to help his comrades.

I noted with satisfaction that the more difficult the situation on the cruise became, the more perceptible the atmosphere of principle and attention to each person became. In a word, that moral atmosphere which helps to maintain a responsible attitude toward duty and a spirit of real comradeship.

The crew met all obligations of the long cruise with a high level of quality. In particular, the work of the harmonious acoustics collective during the cruise was beyond reproach. At the most critical moment of the submarine duel Petty Officer 2nd Class S. Panarin succeeded in "cutting off" a bogus target, detected the "enemy" submarine at maximum range on a background of interference and maintained reliable contact with it until the attack was executed. This success was no doubt aided by the sailor's sure knowledge that, if the need arose, team chief Warrant Officer V. Lyubeznikov and other experienced specialists stood ready to assist him.

You see, up until just before the cruise began Panarin used to become confused during drills even in quite simple situations. He would become nervous upon receipt of even easy tactical problems. He wanted to do everything well but he would get confused. Then, anticipating reproach from the team chief or ridicule from his comrades, he would make even more serious mistakes.

Warrant Officer Lyubeznikov took note of this character trait in his subordinate. At sea he endeavored, both during drills and during drill exercises, to create a calm, business-like situation and an atmosphere of mutual trust. Being a master himself, not once did he stress his own superiority over the novice nor did he allow the other experienced submariners to do so. When he noticed that the young sonarman was becoming nervous and confused over some routine misfortune, he recalled with a smile similar "punctures" in his own experience and told the sailor in detail the quickest way to eliminate the problem. Goodwill and mutual respect between the sailors created within the team a microclimate in which the novice, once he was confident of his own abilities, began to mature quickly. And those who had already excelled on many cruises before felt an inner desire to encourage the young sailor, following the example of the warrant officer.

But it must be confessed that one sometimes encounters experienced specialists who look down on novices. Such "indispensable" specialists may call a young seaman a "simpleton" and offend him with crude jokes. During drills they constantly pour out remarks of dissatisfaction but they do not, however, explain intelligently the proper way to do things.

One also finds from time to time team leaders and group commanders who are quick with a sharp word and hasty conclusions. And some hasten to put their personal faults off onto their insufficiently trained subordinates. This causes understandable resentment in the novices. And attitudes that are a far cry from mutual trust and understanding begin to build up between subordinates and superiors and between novices and experienced servicemen. We kept record of each such incident during the cruise. And, although these cases were very few, the communists and the komsomols gave each of them an evaluation of principle and then strived to ensure that the microclimate in the collectives where the errors occurred was changed for the better.

Achieving sincere trust and mutual understanding in relationships between servicemen with different service dates, different levels of specialist training, diverse characters and backgrounds is not as easy as it may appear at first glance. When one becomes familiar with the experience of ships which have attained lasting success in unifying their collectives one becomes convinced that this is a result of the purposeful, persistent and daily efforts of commanders and political workers, warrant officer and petty officers, party and komsomol organizations.

The role of the commander should be stressed in particular. If he takes the wrong position in the subtle and delicate matter of the inter-relationship between superior and subordinates then it will be difficult to expect success. After all, examples can be cited where young officers pattern themselves after a commander who is prone to coarse language and castigation and lacks self-control in his treatment of people. And the young commanders "learn" from these officer to raise their voices at subordinates. Sharp words and crudeness are never acceptable but on a long cruise they are perceived with a particular sensitivity and give rise to acute resentment and reticence.

A mature commander will never allow himself to substitute coarseness for exactingness. And if he happens to offend someone by chance in an unforeseen situation, then he must take steps to correct his mistake.

Once one of the ship's best specialists, Warrant Officer M. Lugovenko, did not, it appeared to me, react to an instruction from the senior assistant commander in a timely manner. The cruise was going through a difficult situation and there was no time to specify details. And so, talking with the warrant officer, I raised my voice. Mikhail Savelyevich was taken aback -- so unexpected was this abruptness. As he left the cabin he said with a sigh: "But you, comrade commander, are considered by the crew to be a cordial person...."

A bit later, when the situation had returned to normal, I had to give some good thought to what had taken place. Moreover since it became clear that the delay in executing the order had not been the fault of the warrant officer. But even if he had been at fault would that really have given me grounds for such abruptness? I looked in on the warrant officer at his post -- he was without his former fire. He was taking the undeserved offense very hard, attempting to keep to himself away from his comrades. I went up to him and apologized for the outburst. The warrant officer became cheerful right away and I felt as if a load had been lifted from my heart. From then until the end of the cruise I had many occasions for free and open conversation with him on many questions.

Creation of a healthy moral atmosphere on board ship is aided in large measure by the commander's trust in his subordinates. Does it not sometimes happen this way? A job, which a warrant officer or junior officer is fully capable of handling, is suddenly assigned to a department commander. On a crucial cruise, they say, he is more reliable and confident. But this formula can be deciphered easily: the commander does not trust his subordinates. And such a commander is forgetting that trust lends wings to a person, compels him to labor even harder and take a more active part in helping his colleagues. I remember how enthusiastically Warrant Officer Ye. Shershnev worked, with what initiative and sense of responsibility for success of the collective he labored, during the cruise which we trusted him to temporarily assume the responsibilities of commander of the hydro-acoustics group. The warrant officer handled the job in an excellent manner and became surer of his own strength, which had a positive affect on his later service.

We strive in every way possible to increase the authority of warrant officers and petty officers, although these junior commanders are not bad at looking after their own authority. Most of them are highly rated specialists or masters and pioneers of socialist competition. And if someone compromises the high ranks of petty officer or warrant officer by his conduct he is in for a bad time. A healthy moral atmosphere presupposes not an all-forgiving attitude but a strict, uncompromising demand. When, for example, a young team leader, Warrant Officer V. Tokunov, dragged out mastery of his specialty because of a lack of personal organization his comrades invited him to a meeting of warrant officers. A strict, but at the same time benevolent, conversation ensued. As the cruise showed, Tokunov drew the proper conclusions from this comradely criticism.

I am convinced that the strength of our crew, which has been decorated with the Pendant of the USSR Minister of Defense for valor and military excellence, lies primarily in its combat and spiritual unity. This last long cruise showed once again that the healthy moral atmosphere that has been firmly established on the ship does much to promote excellent-quality resolution of the most difficult problems.



## TANK UNITS: COMMAND AND CREW TRAINING

### Underwater Training

Moscow AGITATOR ARMI I FLOTA in Russian No 16, Aug 79 pp 3-5

[Article by Col. A Yegorov entitled: Always on the March]

[Text] The local tank base never rests. Permeated with smoke and dust, it conscientiously works what are called two shifts - day and night. Lines of tanks, enveloped in clouds of dirty yellow dust, tear along the course.

One of the tanks, arriving at a gate, is stopped.

Standing nearby, a warrant officer shook his head and said: "How many seconds are uselessly lost?"

During the pause the tank crewmen started talking about the speed of the tank. One young driver-mechanic became very excited: "At high speed the engine knocks, and if at every bunker you shift down to the necessary gear ratio, you will plod along like a tortoise."

The dispute of the tank crewmen was settled by the warrant officer. The essence of his judgement was that one cannot lower the speed. Then the engine will not knock. He explained how this is done in minute detail.

Thus we made the acquaintance of warrant officer Ivan Nikiforovich Stepankov. Stepankov has been in the army for forty years. He has been awarded medals for bravery and combat service. He went from Kiev to Prague in his own tank. And to this day, he will not part with his tank helmet.

"If you add up all the kilometers I have driven behind the controls," chuckles Ivan Nikiforovich, "it would encircle the globe."

For many years Stepankov has worked here as an instructor training tank crews in the principles of driving tanks. He has prepared and educated hundreds of high class specialists. The warrant officer also actively participates in the public life of the subunit (podrazdeleniye). He is a mem-



ber of the battalion party bureau and the propagandist of a platoon.

"Until the war, at these places where there now are tank bases," relates Stepankov, "there were cavalry regiments where my grandfather served. From here he went away to war. In '43 he did not come back from a routine mounted reconnaissance."

"Our squadrons galloped around these mountainous places," continues the warrant officer. "Now our 'horses' are different," Ivan Nikiforovich emphasizes not without pride. "And such is the maneuverability, fire power, and armor of these steel 'horses' that even the famous thirty-four horse team can't touch them. Each of us has a diploma from our tekhnikum or ten-year secondary school, and not infrequently from an institute of higher learning. There still is a strong memory of the war. To be alert - about this we are always remembering."

"Our tanks," declared warrant officer Stepankov one day, "can serve much longer than specified by the technical standards. I pledge myself to demonstrate this in practice."

And he has demonstrated it.

During his service Stepankov has worked on machines of various types. Upon assimilating one, he was transferred to a second - a third. On each, the interval between repairs was extended by tens or hundreds of kilometers.

In the unit they say: "Stepankov gave the country a tank!"

Yes, exactly, he gave one. He did it in terms of the saving in the useful life of the machines. This is equivalent to a saving of expenditures on the operation of a tank from its production to its capital repair by avoiding the intermediate repairs. He saved almost as much money as the cost of a combat tank.

We are sitting with Ivan Nikiforovich in a class for training in shallow diving. He speaks with emphasis about the duties of tank crewmen, about the romance of their service, and about how they are fulfilling their socialist obligations. With satisfaction he tells how much attention is being given by those in the unit to the psychological training of soldiers.

This is understandable. The engine roars continuously; there are the sharp jolts that are unavoidable during movement of a tank over rugged terrain; gun powder gases accumulate in the fighting compartment during firing - all these difficult circumstances require from a tank crewman not only skill, but also a very strong will. A crew in these conditions for a long time clearly is fulfilling its obligations by not losing its fighting spirit. Tank crewmen operate confidently by night and by day in winter and summer; they overcome water obstacles; and they complete long marches.

"In modern combat, tanks, as before, remain a formidable weapon." says Stepankov. "Therefore, in peace time a tank crewman must prepare for combat from every point of view including the psychological. Picture to yourself a man spending many hours in a tank working the control levers and time after time driving a heavy shell into the gun. Is it not necessary to prepare him for psychological overloads?"

"You ask: what are the ways of teaching high morale combat qualities?" continues my interlocutor. "The ways, in my opinion, are many. But the main one is - in every lesson in tank gunnery training, to teach the tank crewmen in circumstances approximating combat without simplifications or indulgences."

"Of course, in the first periods of service, young tank crewmen when placed in complex conditions often find themselves at a loss, and then are completely afraid to carry out a particular procedure. This is because of an insufficiency of teaching, experience, and training."

"To prepare a soldier for action in a complex situation, one must proceed sequentially and patiently, taking into account the strong and weak aspects of his character. For example, in training tank crewmen for underwater driving, which is by far more complicated than driving a tank around the tank base, just such a sequence is adhered to in our unit. There is the study of the special systems and their practical application, the development of the ability to enter the water in a protective respirator, the mastery by the crew of escape from a flooded tank, and, finally, the crossing of a river or lake along the bottom. During such a sequence some tank crewmen initially experience fear and tension and then, after the training, a calmness and confidence emerges. If a man has a strong character he easily overcomes the psychological barriers. As for soldiers who are not sufficiently strong, it is necessary to conduct additional training as we do."

"Once I was present at lessons on shallow diving training." says Stepankov. "The company commander" Sr. Lt. Nazarenko"conducted these lessons."

Shallow diving training for tank crewmen is the key to successfully crossing water obstacles along the bottom. When finding oneself underwater in an isolating protective respirator, an unpleasant and alarming sensation develops.

'Breathe in the same way as usual,' the senior lieutenant admonished his subordinates. 'If you feel that water has come in behind the mask, do not be frightened, nothing will happen to you.'

"The tank crewmen listened attentively to the commander. I noted how the cheerful and always calm rating, Tkachenko, boldly approached the ladder of the little footbridge, quickly put on the mask, hung the weight over an arm, and fastened the end of the line with the signal float around his waist. It seemed from all his actions that he would successfully carry out

the training. But, during the submergence the soldier lost his nerve; he did not hold out; he pulled on the end of the signal line and was lifted to the surface."

'What is the matter?' asked his senior lieutenant.

'The respirator works poorly' the embarrassed and faint Tkachenko replied. 'I could not breathe.'

"Now an entirely different man stood before the commander, but only because of having met a danger which he might not be able to overcome."

"But the officer was cunning - he apparently replaced the protective respirator, and Tkachenko began to work underwater confidently."

'Now this is an entirely different matter,' said he, getting out of the water after the specified time, 'the respirator works normally.'

'What I gave you was the same one.' smiled the officer.

"The tank crewman was embarrassed and was compelled to recognize that the first time, he had become frightened although, to him, it had seemed he was on the point of suffocating."

"With each training session Tkachenko felt more confident of himself underwater. He quickly overcame his timidity. And when the company forded a river, he was one of the first to drive his tank along the bottom."

"Not only young tank crewmen sense fear, but even people with lots of experience." observed Ivan Nikiforovich. "I know one of them. This warrant officer, Selivanov, is a master driver - an experienced tank crewman. But he seldom succeeded in crossing an antitank trench in third gear. Yet he overcame it skilfully - with enviable mastery."

"But one day it became necessary to drive a tank underwater, and to Selivanov this was not easy. Time passed. The warrant officer trained himself, toughened his will, and began to drive his tank along the bottom of the river confidently."

"To control a tank is not an easy matter." says Ivan Nikiforovich, "It is still more difficult to carry out accurately aimed firing underway, but the most difficult is to keep a tank constantly in a condition of combat readiness. No matter that it is at night, in rain, or in a blizzard that the command rings out - you already are on the march, prepared at any instant to open fire. This is difficult. But our people must know that the tank crewmen will never let down as they did not let down in the dark days of the Fatherland War."

We are walking around the little military town - it is clean, green, and pretty. That it is as exemplary is also a credit to warrant officer Stepan-

kov. Along the asphalt roads are brightly colored tulips. Ivan Nikiforovich stoops down to a bright flower and carefully touches its petals.

"A beautiful flower." he says dreamily.

Ivan Nikiforovich and all his military comrades in arms solidly stand guard over the peaceful work of the Soviet people.

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### Officer Academy Activities

Moscow PRAVDA in Russian 9 Sept 79 p 6

[Article by Lt. A. Stepanov entitled: Academy Men, the Principal Strike Force]

[Text] It is an early Moscow morning. The asphalt is wet after a nighttime rain, and there is a laminated fog above the Yauzaya. But near the old building with the severe architecture on Krasnokursantskiy way there already is no quietness. The massive light brown doors are thrown open for business. The guards, checking passes, return the salute of the entering officers who, in age, are no more than ten years older than the guards, but already have had time to complete higher military schools, to command combat subunits (podrazdeleniya) and are now to begin as students at the Order of Lenin Red Banner Academy of Armored Troops imeni Marshal of the Soviet Union R. Ya. Malinovskiy.

There are gold tanks on the officers' shoulder pieces and on the black velvet collars. In the vestibule of the building the first thing that strikes the eye is a bronze model of a tank mounted on a pedestal.

Together with the students, I walk along the resounding corridors. Soon they will begin classes. The officers of the day are opening doors on which little signs gleam: "Office of Tactical Training", "Office of Operational Practice", "Faculty of Tanks". I go into one of the laboratories of this faculty.

In the middle of the spacious classroom is a tank, a real one, in its full armored stature. So perfected are its lines that they seem surprisingly simple, straightforward, and without intricacy. But, to master the armor and the cannon with the machine gun requires three years at the academy!

Under the steel shell are hundreds of instruments, sensors, mechanisms, electronic assemblies, and the most complicated optical sights. Certainly all this equipment is well-known to the students, but at the academy they are faced with not only mastering it in the smallest detail, but also with

comprehending it on what may be said to be a different scientific level. In fact, one of the academy's principal missions is to inculcate commanders and military engineers with analytical habits and creativity in the skill of troop leadership. It is not by chance that in their time, the designers of Soviet armored tank materiel finished at the academy and then worked within its walls.

I go out into the corridor which now is empty. From the auditoriums are heard the talk of the officers of the day to the student groups with the invariable appellation: "Comrade Officers!". They get up saluting the instructors, first classmen and "oldtimers". One of them recently returned from military maneuvers, others from furloughs, but there was none who, this summer, would not have been at the suburban training center of the academy where there are also auditoriums, laboratories, and classrooms; but the basic events take place outside their walls in the field. It is especially for tank men. There are trenches with water; specially created areas that are difficult to traverse; almost perpendicular ascents; head spinning descents; deep ditches; rutted bridges; springboards; and this is far from the full list of the surprises that await tank crews while driving. But the field also is for gunnery, long marches, and tactical lessons.

I remember my first training at the tank base. This was in my student years. You did not slow down before coming to obstacles or "vlip" [translation unknown] with an interphone headset into the hatch. And how can I describe the sensation at that instant when you literally are falling with a heavy machine into the depths of a ditch! You not only overcome the obstacle, you test yourself for strength and endurance.

What I am saying is that the equipment does not free the tank man from heavy work and sweat interspersed now and then with oil and smoke. It is true that at the suburban training center of the academy the students sometimes succeed in going not one but tens of kilometers without mud on the tank tracks, without smoke, and without exhaust fumes. But this is not in the field - it is in the motion picture trainer.

There is the usual seat for the driver-mechanic, but underneath, instead of a caterpillar track, there is a rocking bar, and in the foreground is a white fabric screen. The road, included in the film projection, "runs by" on the screen. Your perceptions are as though you are on the scene. You dash into a trench, you shake, you do not have time to turn away from an age-old tree or a rock, you crash and how! Your skills actually increase, and the sweat you pour out is absolutely real.

However the field is still the field. Precisely there is the training, working, and also, if required, the combat post of tank men.

"Perhaps not since the first day I served in the tank troops have I experienced such stresses as at our training center." said the third year student, Major Aleksandr Shaveko in a conversation with me. "At retreat, sometimes



you are so exhausted that it seems you will not move a hand or foot tomorrow. Everything in the field drags out: the tracks clank, the engine roars, the mood is peculiar - but we are not making jokes, we are training to fight."

My second interlocutor is Major Yuriy Sivov - a tank man by heredity.

"My father sometimes told how they went into an attack at the front, how they would bid farewell to the others before a battle. Of course, it is impossible to compare our situation with theirs, but from time to time I feel as if I am in my father's place. Tank men never let the country down, and our generation, likewise, will not let it down."

Yes, the academy counts on its graduates to overcome any obstacle and to be victorious in the most difficult battles. Among its graduates are the Marshals of the Soviet Union S. Sokolov and V. Chuykov, General of the Army I. Chernyakovskiy, and many other noted Soviet military leaders. More than 200 former students achieved the honor "Hero of the Soviet Union" and ten men became Heroes twice.

Accounts of their victories were put together in a golden collection of portraits in the academy library. And, on the wall in front of its entrance is a marble slab annually enriched with new names and with new gilded lines for the surnames of the superior graduates. This summer the names of Major I. Bel'magin, Col. G. Golubev, Engr.-Col. A. Krivitskiy, and Col. V. Nikolayev were inscribed in the marble. Together with their comrades they honorably upheld the high title of "Academy Men", the main striking force of dry land troops - Tank men.

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